

# Chapter Thirty-Six

## INTERSECTIONS

BUREAU OF DESIGN AND ENVIRONMENT MANUAL



## Chapter Thirty-Six INTERSECTIONS

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# CHAPTER THIRTY-SIX

## INTERSECTIONS

Intersections are an important part of the highway system. The operational efficiency, capacity, safety, and cost of the overall system are largely dependent upon its design, especially in urban areas. The primary objective of intersection design is to provide for the convenience, ease, comfort, and safety of those traversing the intersection while reducing potential conflicts between vehicles, bicycles, and pedestrians. Chapter 36 provides guidance in the design of intersections including alignment, profile, design vehicles, turning radii, right turning roadways, left- and right-turn lanes, intersection sight distance, channelized islands, and intersections near railroads. Information that is also applicable to intersections is included in the following Chapters:

- Guidelines for preparing and processing intersection design studies are discussed in Chapter 14.
- Application of bicycle lanes through intersections is discussed in Chapter 17.
- The various curb types used for channelization, islands, and medians are discussed in Chapter 34.
- Selection of median widths at intersections is discussed in Chapter 34.
- Two-way, left-turn lanes are discussed in Chapter 48.
- Criteria for intersections on 3R projects are discussed in Chapter 49.
- Curb ramps for disabled accessibility at intersections are discussed in Chapter 58.

### 36-1 GENERAL DESIGN CONTROLS

#### 36-1.01 General Design Considerations

In every intersection design there are many conflicting requirements that must be balanced against each other to produce a safe and efficient design. The five basic elements that must be taken into consideration include:

1. Human Factors. These include:

- driving habits,

- ability to make decisions,
- driver expectancy,
- decision and reaction time,
- conformance to natural paths of movement, and
- pedestrian use and habits.

2. Traffic Considerations. These include:

- capacity,
- DHV,
- vehicular composition,
- turning movements,
- vehicular speeds (design and operating), and
- safety.

3. Physical Elements. These include:

- character and line of abutting property,
- topography,
- right-of-way,
- horizontal alignment,
- vertical alignment,
- coordination of vertical profiles of the intersecting roads,
- coordination of horizontal and vertical alignment for intersections on curves,
- available sight distance,
- intersection angle,
- conflict area,
- geometrics,
- channelization,
- traffic control devices,
- lighting,
- safety features,
- bicycle traffic,
- environmental impact, and
- drainage requirements.

4. Economic Factors. These include:

- cost of improvements;
- crash history;
- effects on adjacent property (e.g., access to businesses);and
- impact on energy.



5. Functional Intersection Area. An intersection can be defined by both functional and physical areas. These are illustrated in Figure 36-1A. The functional area of the intersection extends both upstream and downstream from the physical intersection area and includes any auxiliary lanes and their associated channelization.

The essence of good intersection design requires that the physical elements be designed to minimize the potential conflicts among cars, trucks, buses, bicycles, and pedestrians. In addition, human factors of the drivers and pedestrians must be taken into account while keeping costs and impacts to a minimum.

### **36-1.02 Intersection Components**

Figure 36-1B illustrates several of the components that may be included in a typical intersection.

### **36-1.03 Intersection Types**

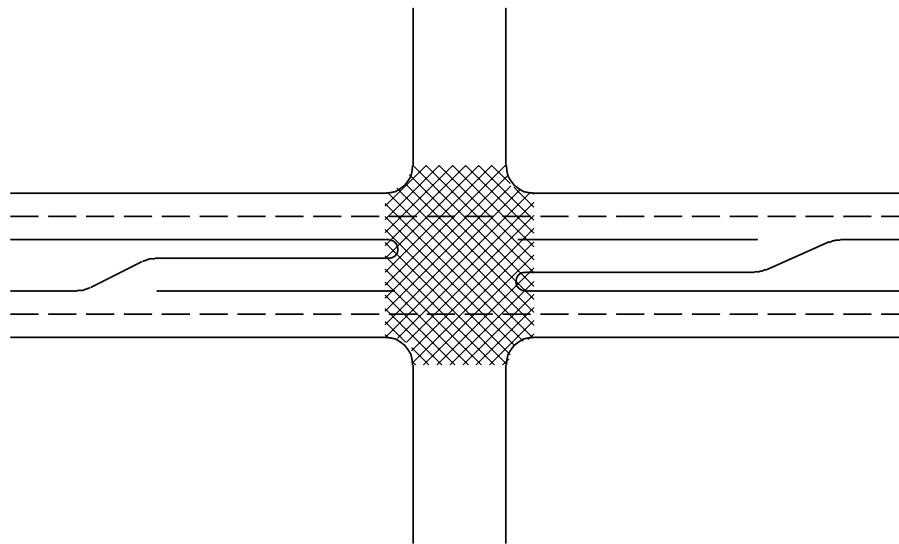
Intersections are usually a three-leg, four-leg, or multi-leg design. Individual intersections may vary in size and shape and may be channelized. The principal design factors that affect the selection of intersection type and its design characteristics are discussed in Section 36-1.01. Selection of the intersection type will be determined on a case-by-case basis.

Multi-leg intersections are those with five or more intersection legs. Where volumes are light and stop control is used, it may be satisfactory to have all intersection legs intersect at a common, all-paved area. At other than minor intersections, safety and efficiency are improved by rearrangements that remove some conflicting movements from the major intersection. This may be accomplished by realigning one or more of the intersecting legs and combining some traffic movements at adjacent subsidiary intersections or, in some cases, making one or more legs one-way departing from the intersection. Wherever practical, avoid using multi-leg intersections.

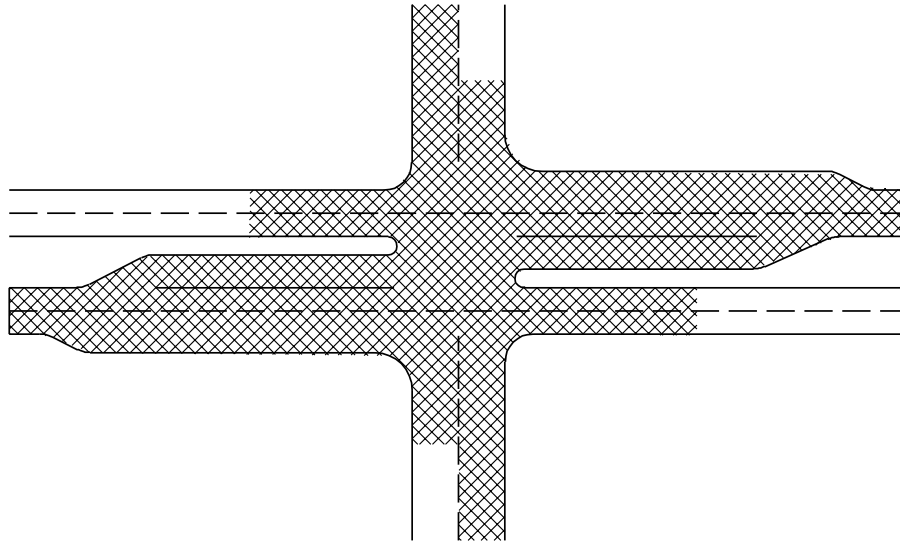
### **36-1.04 Intersection Spacing**

Spacing for unsignalized intersections and driveways will depend on the available stopping sight distance, intersection sight distance, traffic volumes, turning volumes, the addition of turn lanes, turning speeds, access control, and local development. The actual spacing will be determined on a case-by-case basis.

When introducing a new intersection, the designer must ensure that there is sufficient distance between the new and adjacent intersections so that they form distinct intersections. Avoid short distances between intersections, if practical, because they may impede traffic operations. For example, if two intersections are close together, they must be considered as one intersection for signal phasing purposes. To operate safely, each leg of the intersection may require a separate green phase; however, this may reduce the capacity for both intersections.

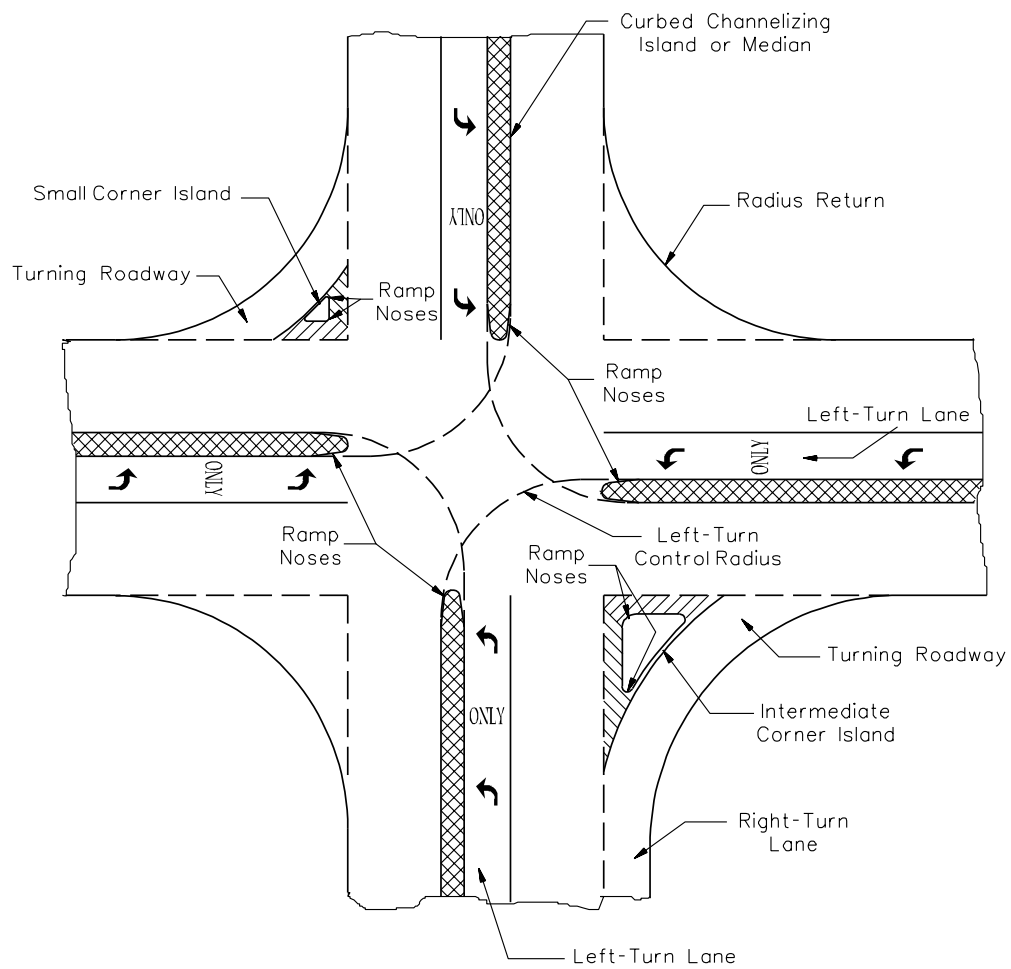


PHYSICAL AREA



FUNCTIONAL INTERSECTION AREA

**PHYSICAL AND FUNCTIONAL INTERSECTION AREA****Figure 36-1A**

**TYPICAL INTERSECTION COMPONENTS****Figure 36-1B**

The need to efficiently move high volumes of traffic, especially during peak periods, is a major consideration in the spacing of signalized intersections. It is important that the signals be synchronized to efficiently move traffic. Figure 36-1C illustrates the relationship between speed of progression, cycle length, and signalized intersection spacing.

### **36-1.05 Intersection Alignment**

#### **36-1.05(a) Angled Intersections**

Highways should intersect at right angles. Intersections at acute angles are undesirable because they:

- restrict vehicular turning movements,
- require additional pavement and channelization for large trucks,
- increase the exposure time for vehicles and pedestrians crossing the main traffic flow, and
- restrict the crossroad sight distance.

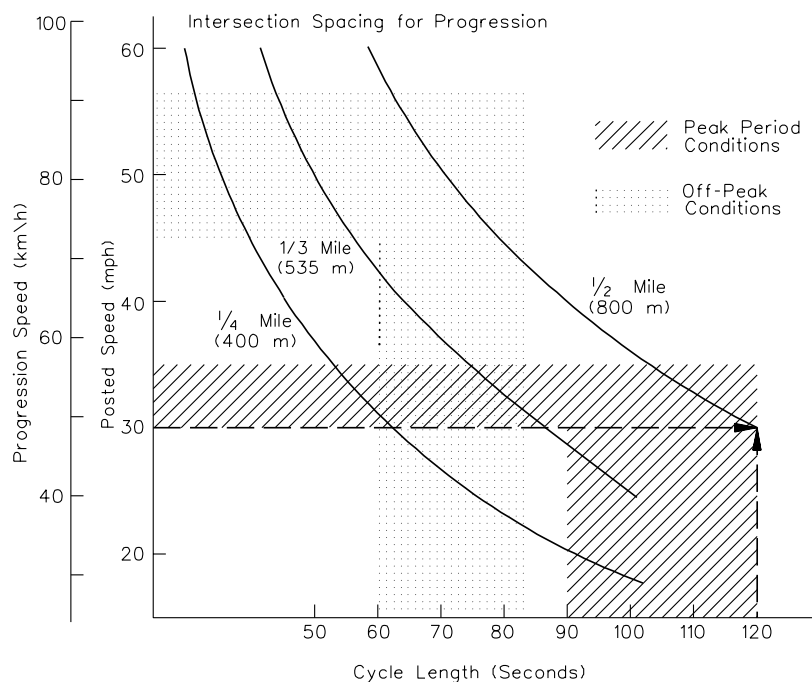
Preferably, the angle of intersection should be within 15° of perpendicular. This amount of skew can often be tolerated because the impact on sight lines and turning movements is not significant. Under restricted conditions where obtaining the right-of-way to straighten the angle of intersection would be impractical, an intersection angle up to 30° from perpendicular may be used. Where turning movements are significantly unbalanced, the intersections may be angled to favor the predominant movement. Intersection angles beyond these ranges may warrant more positive traffic control (e.g., all stop, traffic signals) or geometric improvements (e.g., realignment, greater corner sight distance).

Figure 36-1D illustrates various angles of intersections and potential improvements to the alignment. Avoid using short-radius curves or unnatural travel paths near the intersection simply to reduce the intersection skew.

#### **36-1.05(b) Intersections on Curves**

Preferably, all legs of an intersection should be on a tangent section. Where a minor road intersects a major road on a horizontal curve, the geometric design of the intersection becomes significantly more complicated, particularly for sight distance, turning movements, channelization, and superelevation. The following guidelines address horizontal alignment at intersections:

1. Realignment. If relocation of the intersection is not practical, the designer may be able to realign the minor road to intersect the major road perpendicular to a tangent on the horizontal curve; see example “E” in Figure 36-1D. Although an improvement, this arrangement may still result in difficult turning movements due to superelevation on the major road.



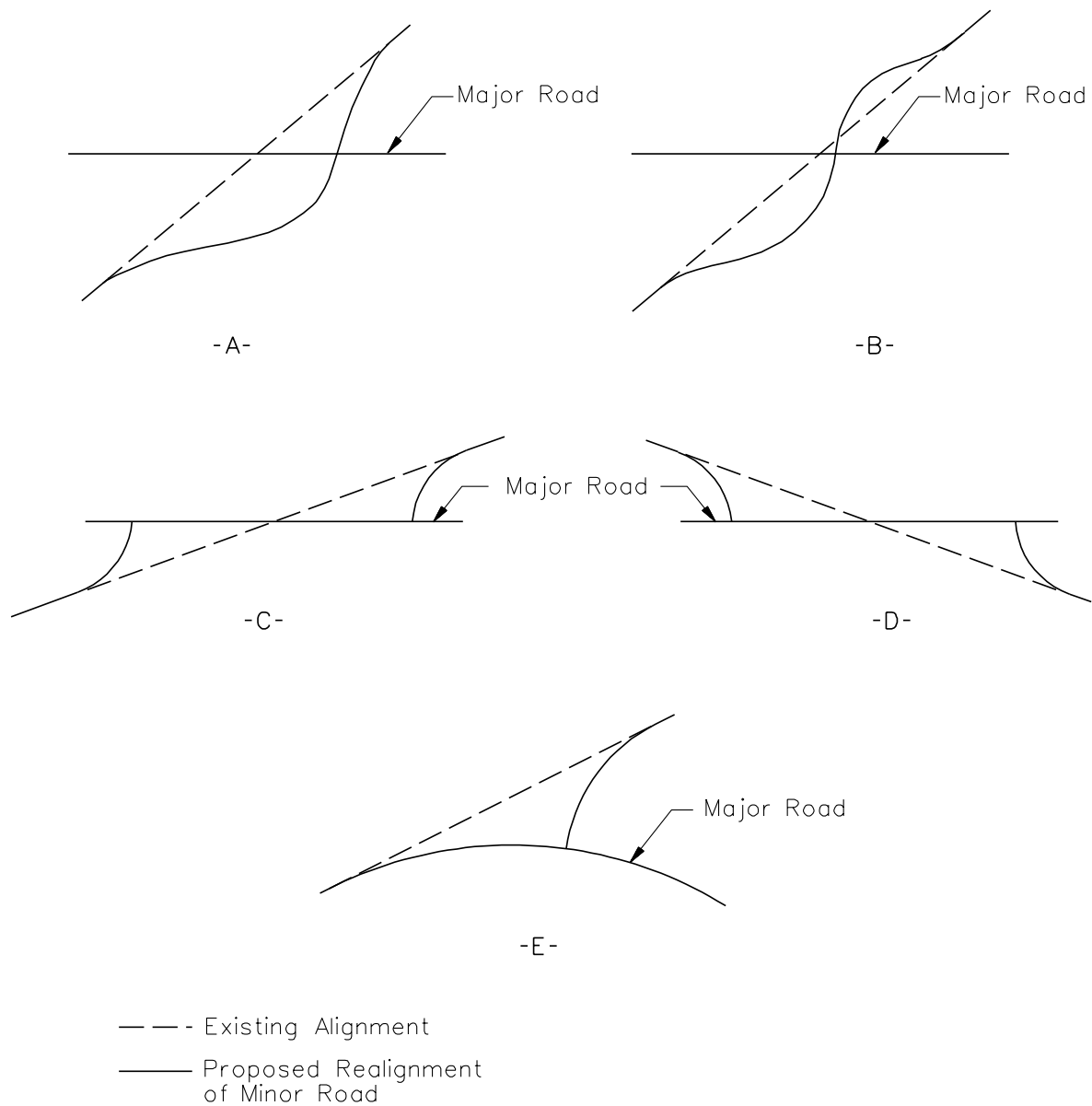
US Customary							
Cycle Length (sec)	Posted Speed (mph)						
	25	30	35	40	45	50	55
	Intersection Spacing for Progression <sup>(2)</sup>						
60	1,100 ft	1,320 ft	1,540 ft	1,760 ft	1,980 ft	2,200 ft	2,430 ft
70	1,280 ft	1,540 ft	1,800 ft	2,050 ft	2,310 ft	2,500 ft	2,640 ft
80	1,470 ft	1,760 ft	2,050 ft	2,350 ft	2,640 ft	2,640 ft	2,640 ft
90	1,630 ft	1,980 ft	2,310 ft	2,640 ft	2,640 ft	2,640 ft	2,640 ft
120	2,200 ft	2,640 ft	2,640 ft	2,640 ft	2,640 ft	2,640 ft	2,640 ft
150 <sup>(1)</sup>	2,640 ft	2,640 ft	2,640 ft	2,640 ft	2,640 ft	2,640 ft	2,640 ft
Metric							
Cycle Length (sec)	Posted Speed (mph)						
	25	30	35	40	45	50	55
	Intersection Spacing for Progression <sup>(2)</sup>						
60	335 m	400 m	470 m	535 m	605 m	670 m	730 m
70	390 m	470 m	550 m	625 m	705 m	760 m	800 m
80	450 m	535 m	625 m	715 m	800 m	800 m	800 m
90	495 m	605 m	705 m	800 m	800 m	800 m	800 m
120	670 m	800 m	800 m	800 m	800 m	800 m	800 m
150 <sup>(1)</sup>	800 m	800 m	800 m	800 m	800 m	800 m	800 m

Notes:

1. Represents maximum cycle length for actuated signal if all phases are used.
2. From a practical standpoint when considering progression, the distance between signalized intersections will usually be 2640 ft (800 m) or less. Therefore, the values in the table have been limited to 2640 ft (800 m)

### SIGNALIZED INTERSECTION SPACING GUIDELINES

Figure 36-1C

**Notes:**

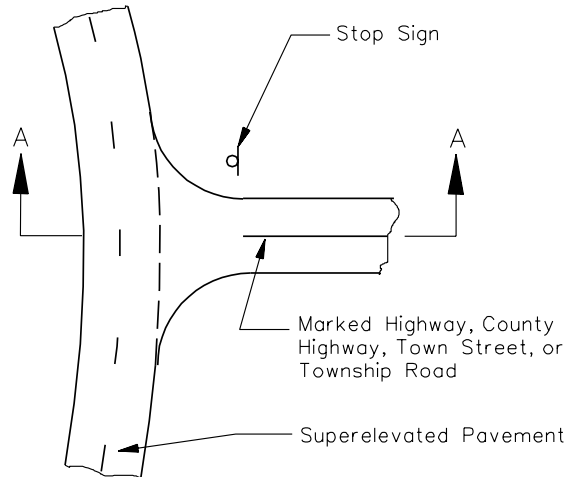
1. *Where there are high volumes of left turns from the major road, avoid using the offset intersection alignment illustrated in "C."*
2. *Revised alignments "C" and "D" are not desirable in agricultural areas with large numbers of farm vehicles crossing the major road.*

**REALIGNMENT OF INTERSECTIONS****Figure 36-1D**

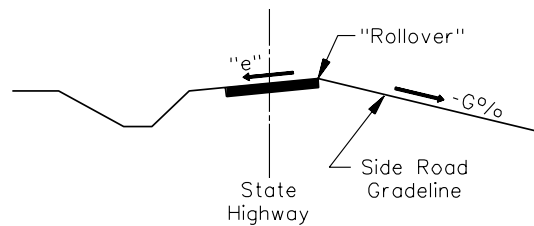
2. Superelevated Mainline. If the mainline is on a horizontal curve, the mainline superelevation rate must be minimized so that slowing or stopped vehicles do not slide across the pavement during wet or icy conditions. Figure 36-1E provides the criteria for the maximum superelevation rate and rollover criteria that should be used where an important crossroad intersects a superelevated State highway. An important crossroad may be a marked highway, county highway, township road, or town street.
3. Curved Approach. Where a State highway or local road is on a curved alignment and is approaching a stop condition, special consideration is required in the design of the horizontal curvature prior to the intersection. This condition is illustrated in Figure 36-1F. When designing this type of an approach, the designer should consider the following guidelines:
  - To design the horizontal curve, assume a design speed 20 mph (30 km/h) less than the approach speed, but not less than 30 mph (50 km/h) for design speeds less than or equal to 50 mph (80 km/h).
  - The superelevation rate on the approach curve to an intersection should be limited to a maximum superelevation rate of 5% or less. The objective is to use as flat an alignment as practical with lower superelevation. The preferred design is to maintain a normal crown section through the curve assuming Method 2 distribution of superelevation. The minimum radius should not be less than that permitted for the highway classification. For additional guidance on horizontal curve designs, see Chapter 32.
  - Provide a short tangent section prior to the intersection. This will allow for the superelevation runoff to be developed outside of the intersection radius returns.

This procedure recognizes the need to accommodate a reasonable operating speed on a stop-controlled approach, while minimizing the potential for adverse operations on superelevated pavements during snow and ice conditions. Where the curved road is a local facility, design the curvature using the Bureau of Local Roads and Streets' criteria. With the local roads criteria, the design is dependent on ADT and, in many cases due to the low ADT, the local facility can be designed with a normal crown section.

4. Frontage Road Approach. Where a stop-controlled frontage road approaches a grade separated crossroad, the typical curved alignment may be replaced with a "buttonhook" design, see Figure 36-1G, to minimize impacts and land acquisitions. This layout is especially suited to those cases where turning traffic between the frontage road and crossroad is light compared to the through traffic on the frontage road.



PLAN VIEW

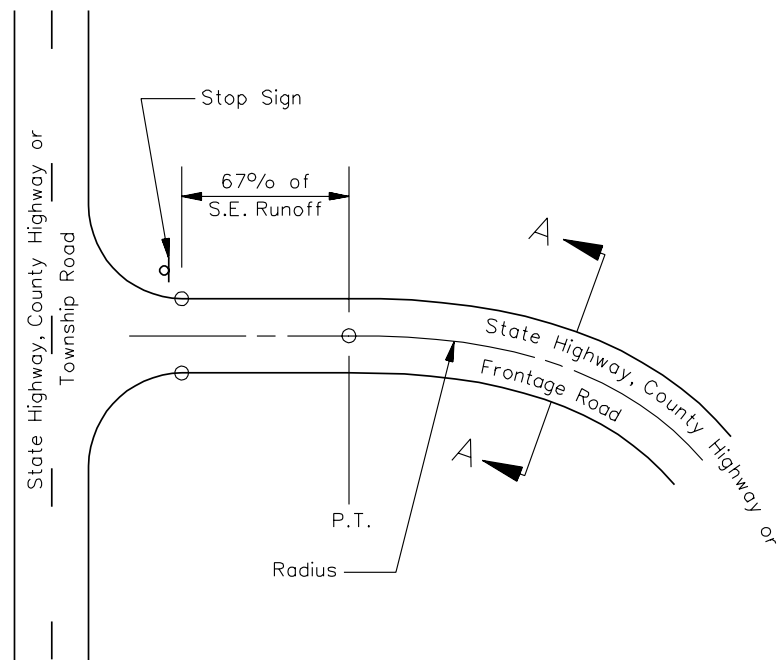


CROSS SECTION A-A

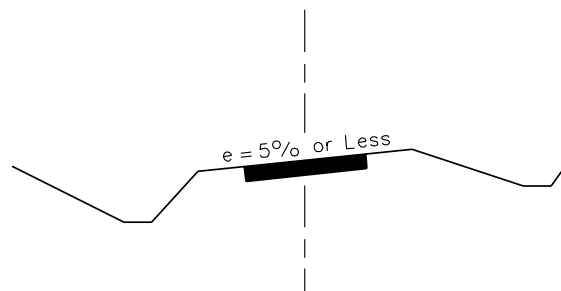
Type of Improvement Category	Maximum Superelevation Rate "e" for Intersections on Curve	Rollover Guidelines
"New Construction" at an important crossroad	4% Desirable Maximum	5% Desirable Maximum 6% Maximum
To remain in place with "Reconstruction" at an important crossroad	6% Maximum	7% Desirable Maximum 8% Maximum
To remain in place with "Reconstruction" at a minor crossroad	8% Maximum	9% Desirable Maximum 10% Maximum

**INTERSECTION WITH SUPERELEVATED MAINLINE****Figure 36-1E**



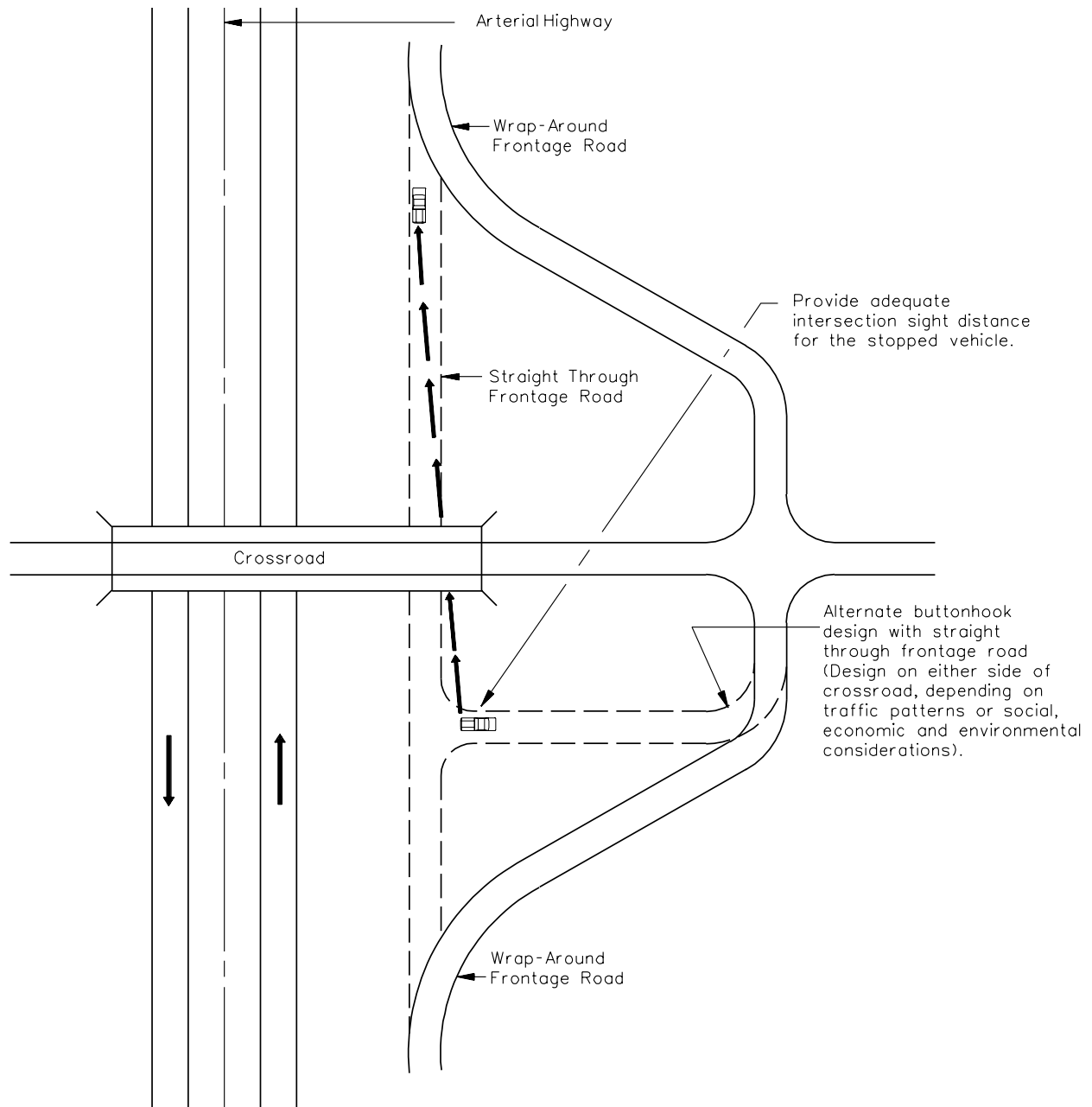


PLAN VIEW



CROSS SECTION A-A

**INTERSECTION WITH SUPERELEVATED SIDE ROAD****Figure 36-1F**



**ALTERNATIVE FRONTAGE ROAD INTERSECTION  
(Buttonhook Design)**

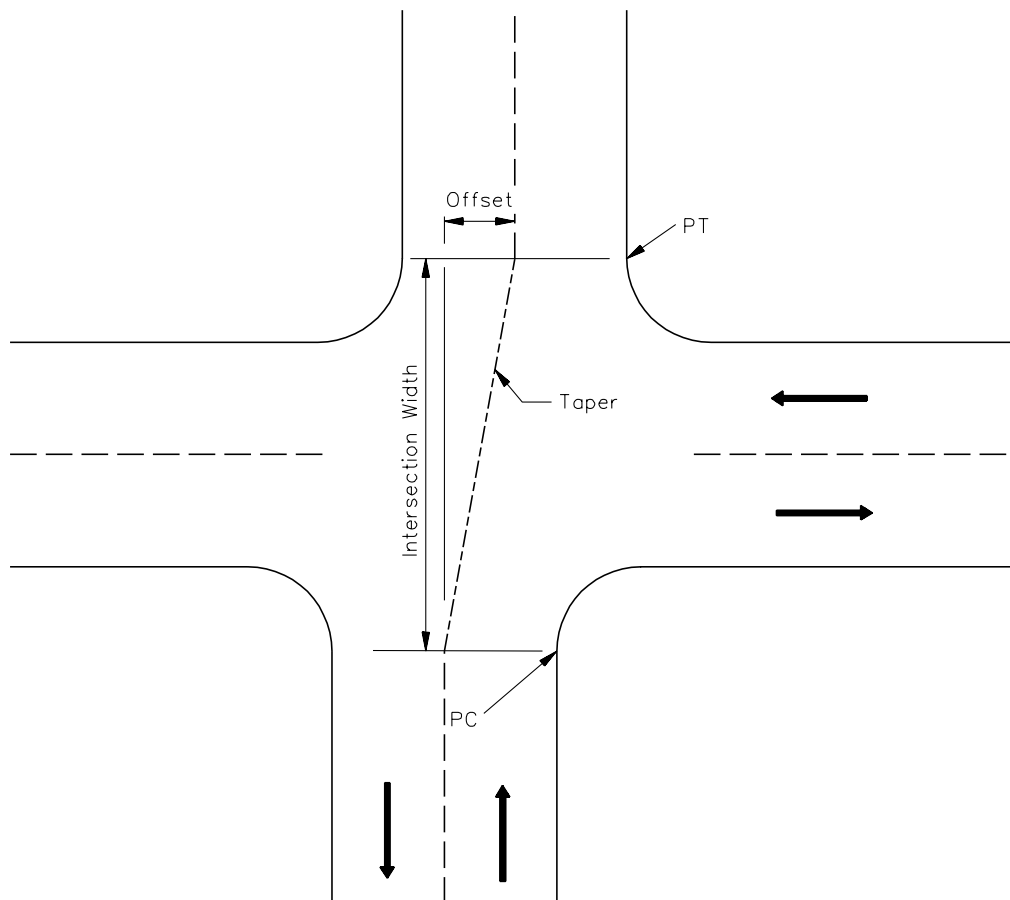
**Figure 36-1G**

**36-1.05(c) Offset Intersections**

In general, 4-leg intersections should be designed such that opposing approaches line up with each other (i.e., there is no offset between opposing approaches). However, this is not always practical. Figure 36-1H presents a diagram of an intersection with an offset between opposing approaches. Because of possible conflicts with overlapping turning vehicles, offset intersections should only be allowed to remain on low-volume approaches. The following criteria will apply for offset intersection approaches:

1. Maximum Offset. The maximum offset is determined from the application of a taper equal to  $V:1$  ( $0.6V:1$ ) applied to the intersection width, where  $V$  is the design speed in miles per hour (kilometers per hour); see Figure 36-1H. In restricted locations and where  $V \leq 45$  mph (70 km/h), the applied taper may be  $V^2/60$  ( $V^2/155$ ).  $V$  is selected as follows:
  - $V = 20$  mph (30 km/h) for stop-controlled approaches.
  - $V =$  the roadway design speed for the free-flowing approaches at a stop-controlled intersection.
  - $V =$  the roadway design speed for the offset approaches at a signalized intersection.
2. Turning Conflicts. Evaluate the entire intersection for conflicts which may result from turning vehicles at an offset intersection. For example, offsets where the “jog” is to the left may result in significant interference between simultaneous left-turning vehicles.
3. Evaluation Factors. In addition to potential vehicular conflicts, the designer should evaluate the following at existing or proposed offset intersections:
  - through and turning volumes;
  - type of traffic control;
  - impact on all turning maneuvers;
  - intersection geometrics (e.g., sight distance, curb/pavement edge radii); and
  - crash history at existing intersections.

Where existing offset intersections are being considered to remain, the designer should coordinate the intersection design and traffic control requirements with BDE and the district Bureau of Operations.



*Notes:*

1. *Desirable taper rate is  $V:1$  ( $0.6V:1$ ), where  $V$  = design speed in mph (km/h).*
2. *See discussion in Section 36-1.05(c) for more information.*

**OFFSET INTERSECTION**  
**Figure 36-1H**

### **36-1.06 Profiles**

The design should avoid combinations of grade lines that make vehicular control difficult at intersections. To accomplish this, consider the profile for all roadway approaches to and through the intersection. The following criteria will apply.

#### **36-1.06(a) Approach Gradients**

The gradients of intersecting highways should be as flat as practical on those approaches that will be used for storage of stopped vehicles. This is commonly referred to as the storage space or storage platform. The designer should consider the following:

1. Gradients. Intersection gradients should be less than 3% on State highways. Approach gradients of 3% or steeper will require correction of certain design factors to produce operating conditions equivalent to those on level highways (e.g., stopping sight distances, deceleration lengths). However, any gradient through the intersection must reflect the practicalities of matching the basic profiles of the intersecting roadways and shoulders. On important side roads, the storage platform gradient should be a minimum of 1% and a maximum of 2% draining away from the mainline highway. Maintain this gradient through the expected storage distance on that leg. At a minimum, provide the storage platform gradient on the side road for a distance of 50 ft to 100 ft (15 m to 30 m) beyond the edge of the mainline travelway or to the ditch line of an arterial highway.
2. Local Highways. For local roads and entrances to the mainline highway, provide a profile that will drain away from the mainline highway. Where a local facility (e.g., township road, county highway, low-volume town street) intersects a State highway on a tangent section, the side-road storage platform gradient may be a maximum of 4% draining away from the State highway.
3. Crossover Slope. The crossover slope (algebraic) difference between mainline highway and side road should not exceed the rollover guidelines described in Figure 36-1E.
4. Grade Lines. The principals for coordinating the horizontal and vertical alignment discussed in Chapter 33 are also applicable to vertical profiles through intersections. In addition, do not place intersections on or near crest vertical curves unless the vertical curve is flat enough for the intersection pavement to be seen assuming decision sight distance.

#### **36-1.06(b) Cross-Section Transitions**

One or more of the approaching legs of an intersection may need to be transitioned (or warped) to meet the cross section of the two crossing roads. The following applies:

1. Stop Controlled. Where the minor road is stop controlled, maintain the profile and cross section of the major road through an intersection and transition the cross slope of the stop-controlled roadway to match the major road cross slope and profile.
2. Signalized Intersection. At signalized intersections, or potentially signalized intersections, transition the cross section of the minor road to meet the profile and cross slope of the major road. Where compromises are necessary between two major roadways, provide the smoother riding characteristics to the roadway with the higher traffic volumes and operating speeds.
3. Transition Rates. Where one or both intersecting roadways are transitioned, the designer must determine the length and rate of transition from the typical section to the modified section. Desirably, design the transition to meet the general principles of superelevation transition which apply to that roadway (i.e., open-roadway or low-speed urban street conditions); see Section 32-3. When these criteria are applied to intersection transition rates, the applied design speed is typically:
  - 20 mph (30 km/h) below the design speed but not less than 30 mph (50 km/h) for a stop-controlled roadway,
  - the highway design speed for a free-flowing roadway, or
  - the highway design speed on each roadway of a signalized intersection.

At a minimum and consistent with field conditions, transition the approach pavements of an urban intersection within the curb or radius returns and for rural intersections within a distance of 50 ft (15 m).

### **36-1.06(c) Profiles at Intersections**

Where the cross section of the minor road is warped to meet the major road, provide a vertical curve between the side road approach gradient and the mainline pavement; see Figure 36-1I. The following vertical curve options are presented in order from the most desirable to the least desirable:

1. Vertical Curves (SSD). The criteria for stopping sight distance as described in Chapter 33 should be used for the vertical curve. Use the design speed discussed in Section 36-1.06(b) to design the vertical curve.
2. Sag Vertical Curves (Minimum Comfort). Under restricted conditions where the SSD criteria is not practical, the sag vertical curves at intersection approaches may be based on the following formulas:

$$K = (0.1 V)^2 \quad (\text{US Customary})$$

$$K = (0.034V)^2 \quad (\text{Metric})$$

$$L = KA$$

Where:

K = the horizontal distance in meters needed to produce a 1% change in the gradient along the curve

A = algebraic difference between the two tangent grades, %

V = design speed, mph (km/h)

L = length of vertical curve, ft (m)

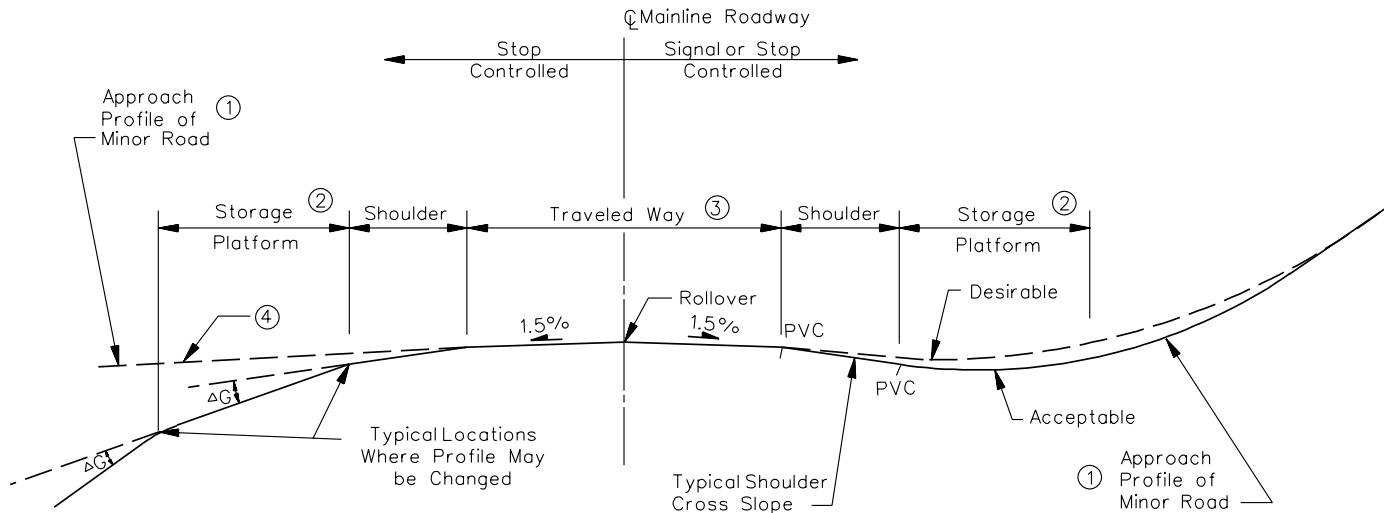
3. Angular Breaks. At stop-controlled intersections, angular breaks are typically provided when warping the cross section of the minor approach to meet the mainline cross section. Figure 36-1I presents a schematic of vertical profiles through an intersection. Figure 36-1E provides the maximum rollover guidelines which are also applicable for changes in angular breaks.
4. Driveways. For driveway profiles with and without sidewalks, the designer should refer to the *IDOT Policy on Permits for Access Driveways to State Highways*.

### 36-1.06(d) Drainage

Evaluate the profile and transitions at all intersections for impacts on drainage. This is especially important for channelized intersections on curves and grades. This may require the designer to check superelevation transition lengths to ensure flat sections are minimized. Low points on approach roadway profiles should be beyond a raised corner island to prevent water from being trapped and causing ponding.

### 36-1.07 Intersection Capacity Analysis

Capacity analysis influences several geometric design features including the number of approach lanes, auxiliary lanes, lane widths, channelization, and number of departure lanes. In addition, this analysis in conjunction with the *Illinois Manual on Uniform Traffic Control Devices* will determine whether an intersection may need to be signalized or stop controlled. Any considered change in traffic control should be reviewed with the district Bureau of Operations for concurrence.



**Notes:**

1. Desirably, the minor road profile should tie into the mainline travel lane cross slope; however, where the minor road is stop controlled, it will be acceptable for the minor road profile to tie into the mainline shoulder cross slope. Actual field conditions will determine the final design.
2. See Item 1 in Section 36-1.06(a) for storage platform gradients.
3. At signalized intersections, the most desirable cross slope option will be to transition all approach legs into a planar surface through the intersection and to limit the centerline rollover on the mainline to 2% - 3%.
4. For a signal controlled minor road descending from the mainline, maintain the travel lane cross slope of the mainline roadway through the length of the storage platform.

**VERTICAL PROFILES OF INTERSECTING ROADS**

**Figure 36-1I**



It is important that the level of service for a signalized intersection be calculated for each lane group (a lane group may be one or more movements), each intersection approach, and the intersection as a whole. Level of service criteria are provided in the geometric design tables in Part V, Design of Highway Types, of the *BDE Manual*.

Once the minimum level of service has been selected and design traffic volumes are determined, use the *Highway Capacity Manual* and the *Highway Capacity Software* (HCS) to perform the detailed capacity analyses. Ensure that data used in the analyses are applicable for the intersection (i.e., do not assume the program default values are automatically applicable for the intersection). Other capacity and signal analysis programs may be used provided they are approved for use by the BDE. To be eligible for approval, the output results must be comparable to the HCS.

If the intersection is part of a traffic signal system, check the intersection design with an approved traffic progression program. These programs analyze all signalized intersections in the system to determine the overall capacity of the system. Also, see Figure 36-1C.

### **36-1.08 Design Vehicles**

#### **36-1.08(a) Types**

The design vehicle affects the radius returns, left-turn radii, lane widths, median openings, turning roadways, and sight distances at an intersection. The basic design vehicles used by IDOT for intersection design are:

- P — Passenger car; includes vans and pickup trucks.
- S-BUS-40 (S-BUS-12) — 84-passenger school bus.
- SU — Single-unit truck.
- WB-50 (WB-15) — Tractor/Semitrailer combination with an overall wheelbase of 50 ft (15.2 m).
- WB-55 (WB-17) — Tractor/Semitrailer combination with an overall wheelbase of 55 ft (16.8 m).
- WB-65 (WB-20) — Tractor/Semitrailer combination with an overall wheelbase of 65 ft (19.4 m).
- P/T — Recreational vehicle, car, and camper trailer.

Figure 36-1J illustrates the turning characteristics for a typical tractor/semitrailer design vehicle. Figures 36-1K through 36-1Q provide the vehicular dimensions and turning templates for each of the design vehicles.

### **36-1.08(b) Selection**

Figure 36-1R presents the recommended design vehicles at intersections based on the functional classification of the intersecting highways which the vehicle is turning from and onto. Figure 36-1S presents the recommended truck type that should be used based on the Illinois "Designated State Truck Route System." Chapter 43 further discusses the National Truck Network. The design vehicles shown in Figures 36-1R and/or 36-1S are for new construction and reconstruction projects. For 3R projects, the design vehicle will be site specific, and it may be a design vehicle with a less restrictive turning radius than those for new construction and reconstruction projects.

In addition to Figures 36-1R and 36-1S, use the following guidelines when selecting a design vehicle:

1. Minimum Designs. The SU and/or school bus design vehicles are generally the smallest vehicles used in the design of State highway intersections. This design reflects that, even in residential areas, garbage trucks, delivery trucks, and school buses will be negotiating turns with some frequency. Rural and suburban intersections which may serve school bus traffic should, at a minimum, accommodate a turning school bus without encroachment. Urban intersections only need to accommodate design vehicles that are expected to use that intersection.
2. Recreational Areas. Recreational areas typically will be designed using the SU design vehicle. This reflects that service vehicles are typically required to maintain the recreational area. Under some circumstances the passenger car with a trailer (P/T) may be the appropriate design vehicle (e.g., campground areas, boat launches).
3. Mixed Use. Some portions of an intersection may be designed with one design vehicle and other portions with another vehicle. For example, it may be desirable to design physical characteristics (e.g., corner islands) for the WB-65 (WB-20) truck but provide painted channelization for the SU design vehicle.
4. Turning Template. The intersection design and layout should be checked with an approved computer simulated turning template program or with an actual turning template.

### **36-1.09 Pedestrians and Bicyclists**

Safe and convenient movement of pedestrians and bicyclists through the intersection needs to be considered in the design of an intersection. However, this often causes conflicting objectives in the overall design of an intersection. Wider intersection designs to accommodate the design vehicle

significantly increase the crossing distance for pedestrians. At signalized intersections, longer crossing times and conflicts with turning vehicles can significantly affect the overall capacity of the intersection. To reduce these problems, the geometric layout of the intersection may need to be revised, refuge islands included within the intersection, special turn lanes added for bicyclists, or other factors included in the design.

Chapter 58 discusses the application of curb ramps at intersections for disabled individuals. Chapter 17 provides several applications for accommodating bicycle lanes and pedestrians through an intersection.

#### **36-1.10 Pavement Markings/Reflectorized Markers**

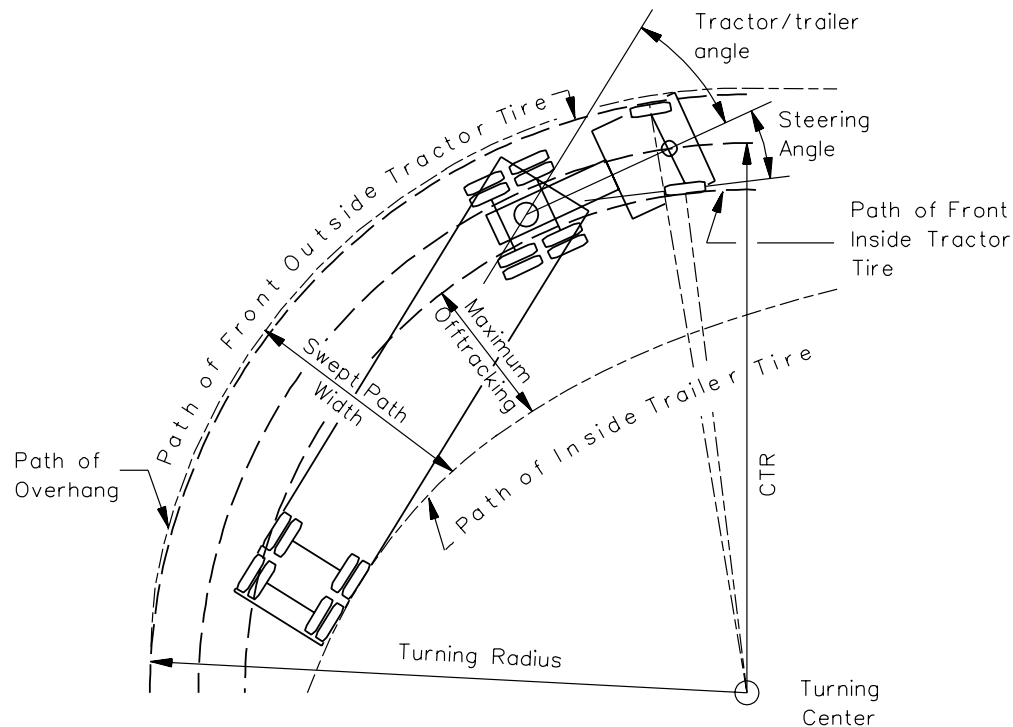
Use the current edition of the Bureau of Operation's *Policies and Procedures Manual* to design the pavement markings and crosswalks at intersections. Chapter 57 provides general guidelines for the placement of pavement markings and reflectorized markers.

#### **36-1.11 Intersection Lighting**

The primary objective of highway lighting is to enhance highway safety. Intersection lighting enables the driver to determine the geometry and condition of the intersection at extended distances thereby simplifying the driver task. This in turn increases driver comfort and reduces fatigue which may contribute to highway safety. Chapter 56 discusses the warrants and design criteria for highway and intersection lighting.

#### **36-1.12 Bus Turnouts**

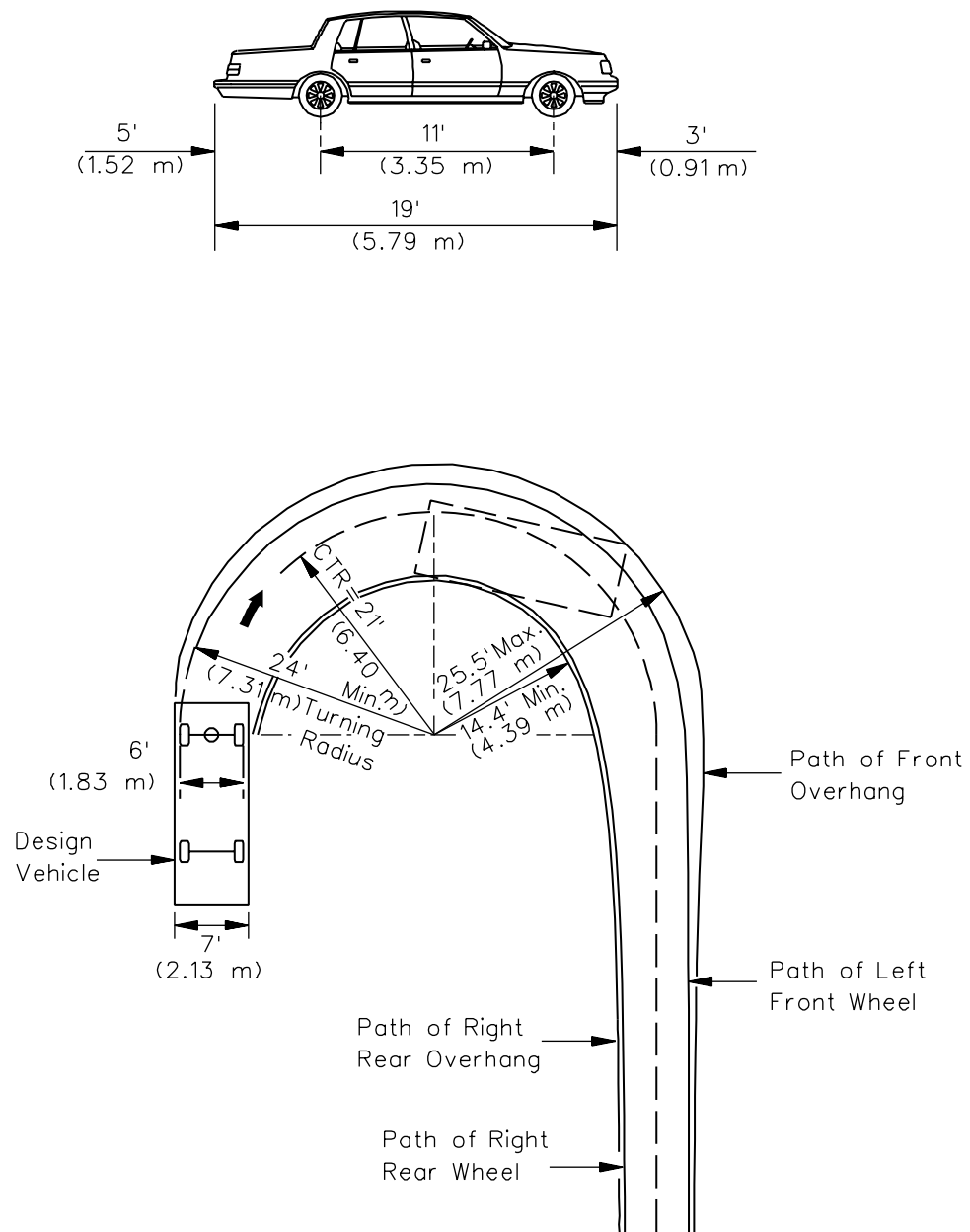
For design of bus turnouts near intersections, see Chapter 58.



#### Definitions:

1. **Turning Radius.** The circular arc formed by the turning path radius of the front outside tire of a vehicle. This radius is also described by vehicular manufacturers as the "turning curb radius."
2. **CTR.** The turning radius assumed by a designer when investigating possible turning paths. It is set at the center of the front axle of a vehicle.
3. **Offtracking.** The difference in the paths of the front and rear wheels of a vehicle as it negotiates a turn. The path of each rearward tire of a turning vehicle does not coincide with that of the corresponding forward tire. This phenomena is shown in the drawing above.
4. **Swept Path Width.** The amount of roadway width that a vehicle covers in negotiating a turn equal to the amount of offtracking plus the width of the vehicle. The most significant dimension affecting the swept path width of a tractor/semitrailer is the distance from the kingpin to the rear trailer axle or axles. The greater this distance, the greater the swept path width.
5. **Steering Angle.** The maximum angle of turn built into the steering mechanism of the front wheels of a vehicle. This maximum angle controls the minimum turning radius of the vehicle.
6. **Tractor/Trailer Angle.** The angle between adjoining units of a tractor/semitrailer when the combination unit is placed into a turn. This angle is measured between the longitudinal axes of the tractor and trailer as the vehicle turns. The maximum tractor/trailer angle occurs when a vehicle makes a 180° turn at the minimum turning radius and is reached slightly beyond the point where a maximum swept path width is achieved.

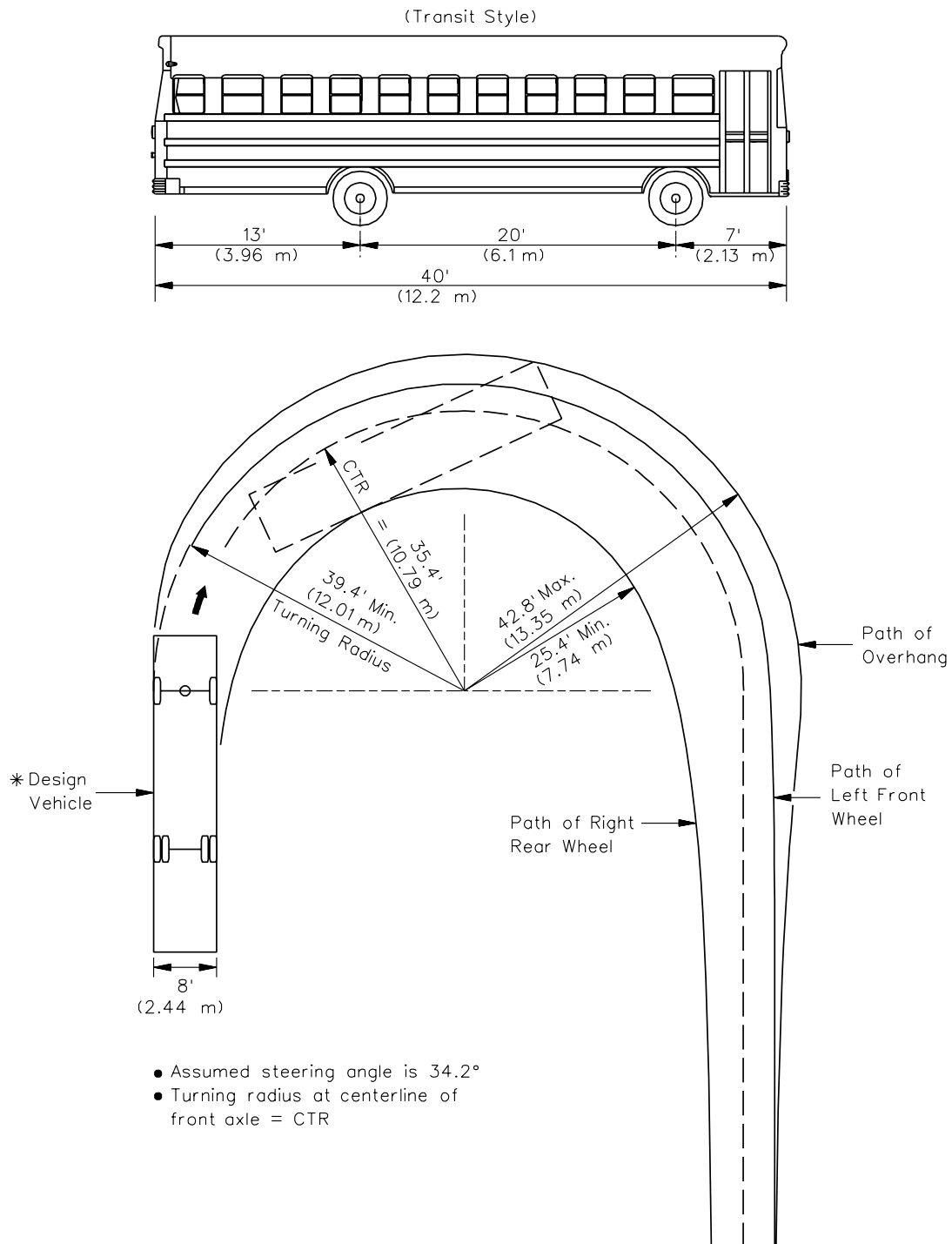
#### TURNING CHARACTERISTICS OF A TYPICAL DESIGN VEHICLE



- Assumed steering angle is  $31.6^\circ$
- Turning radius at centerline of front axle = CTR

### MINIMUM TURNING PATH OF PASSENGER CAR (P) DESIGN VEHICLE

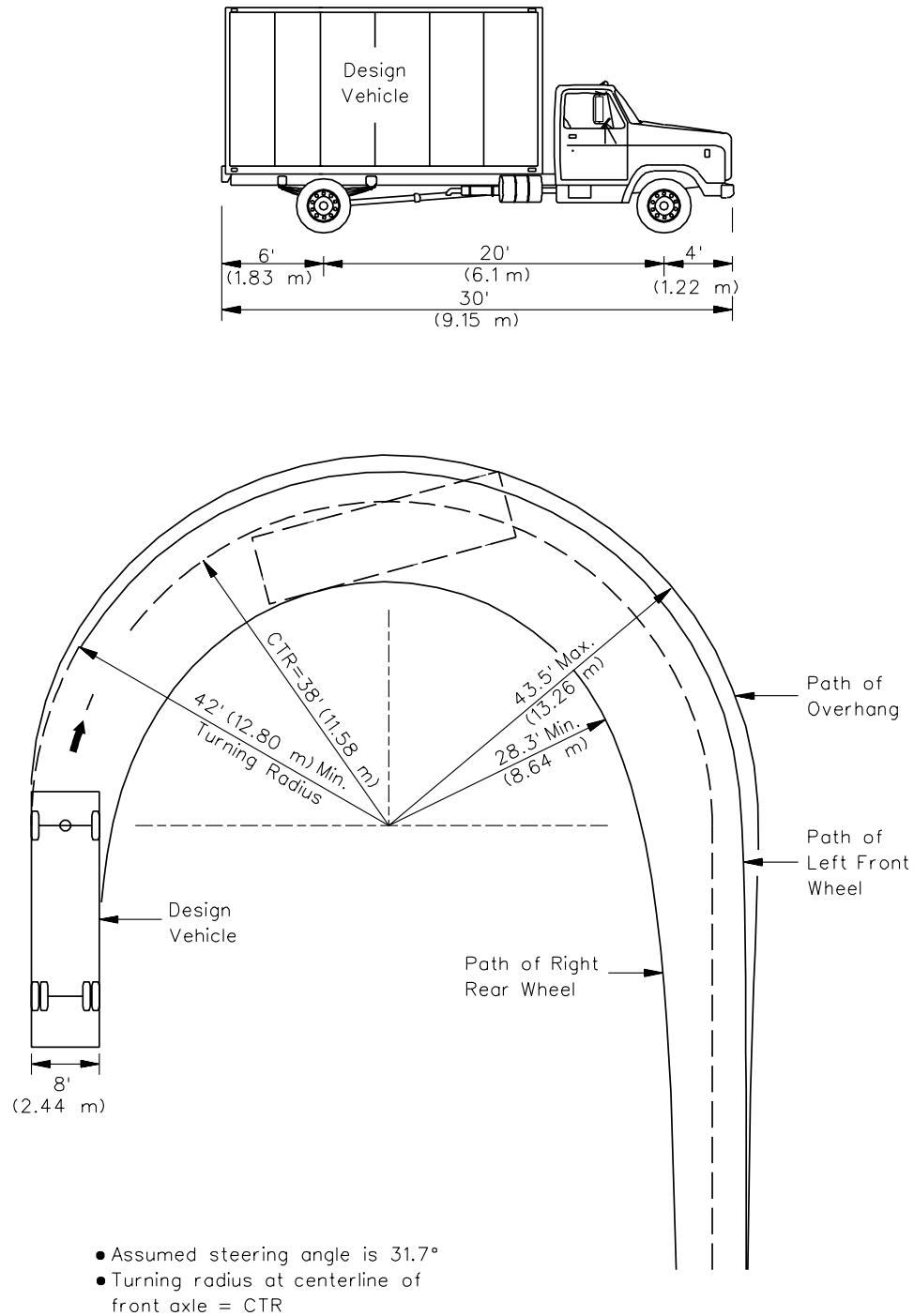
Figure 36-1K



*\*Note: The 84-passenger school bus is the largest school bus presently manufactured.*

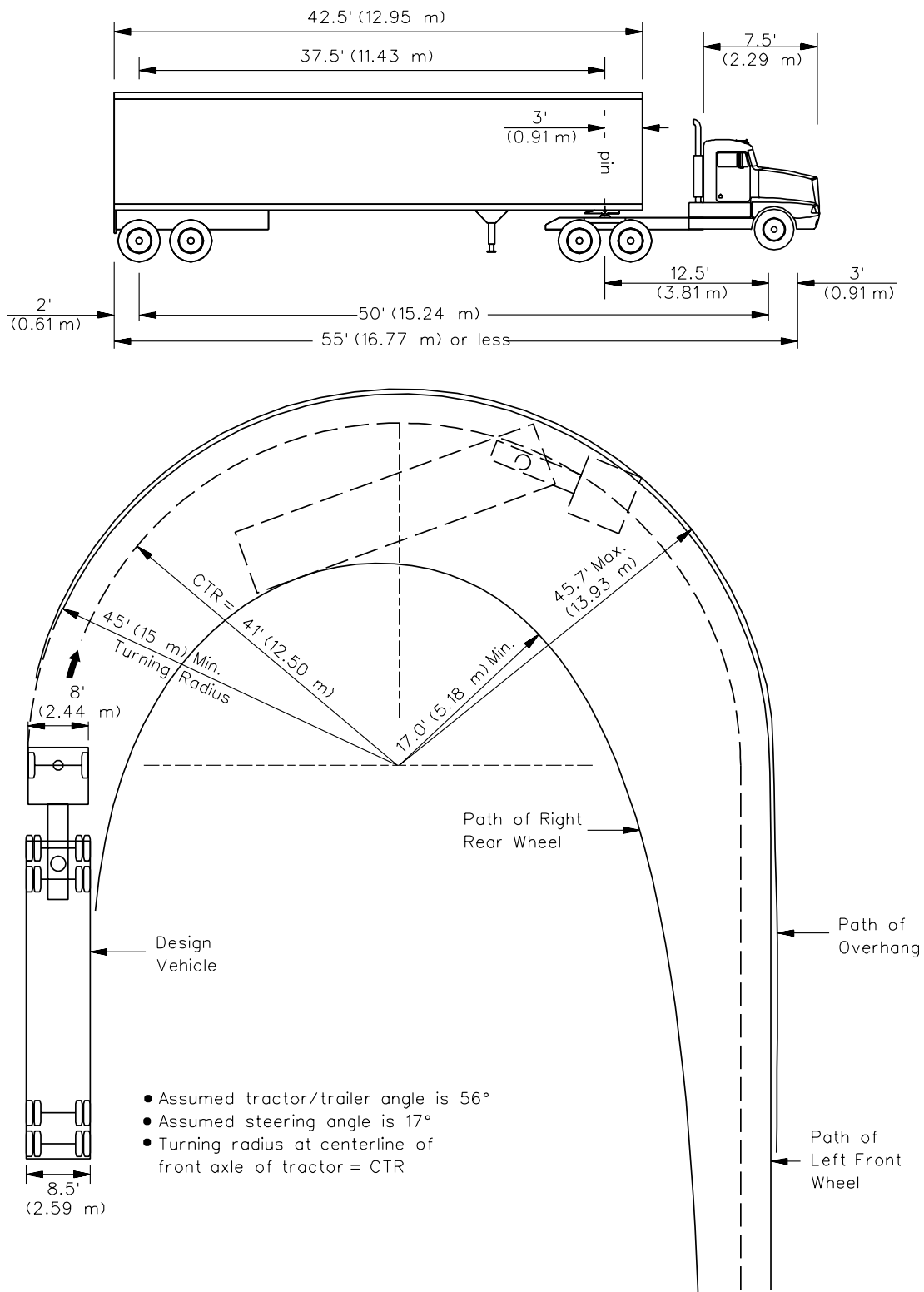
**MINIMUM TURNING PATH OF 84-PASSENGER SCHOOL BUS (S-BUS)  
DESIGN VEHICLE**

**Figure 36-1L**



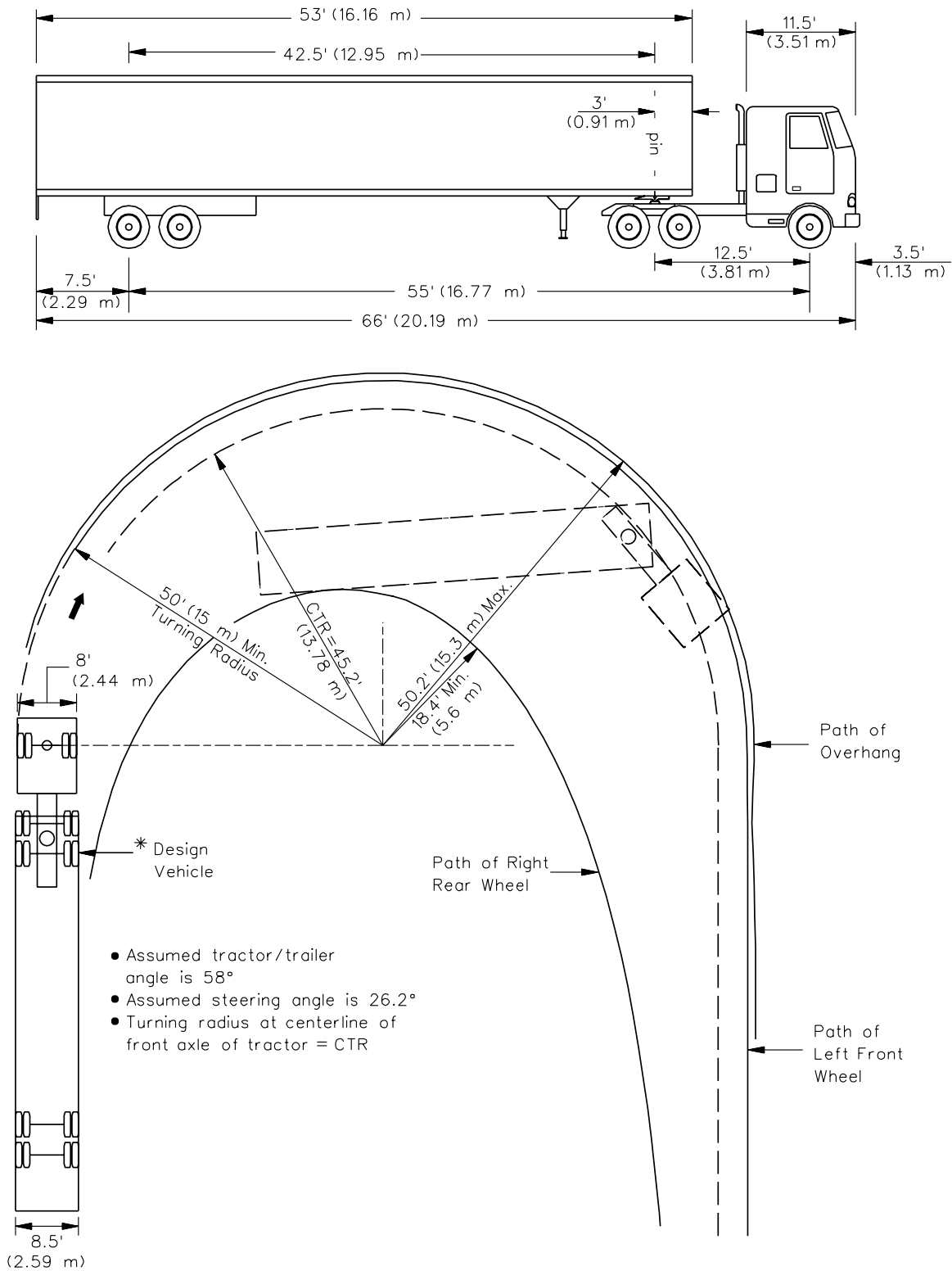
**MINIMUM TURNING PATH OF SINGLE UNIT (SU)  
DESIGN VEHICLE**

**Figure 36-1M**



**TURNING PATH OF TRACTOR/SEMITRAILER (WB-50 (WB-15))  
DESIGN VEHICLE**



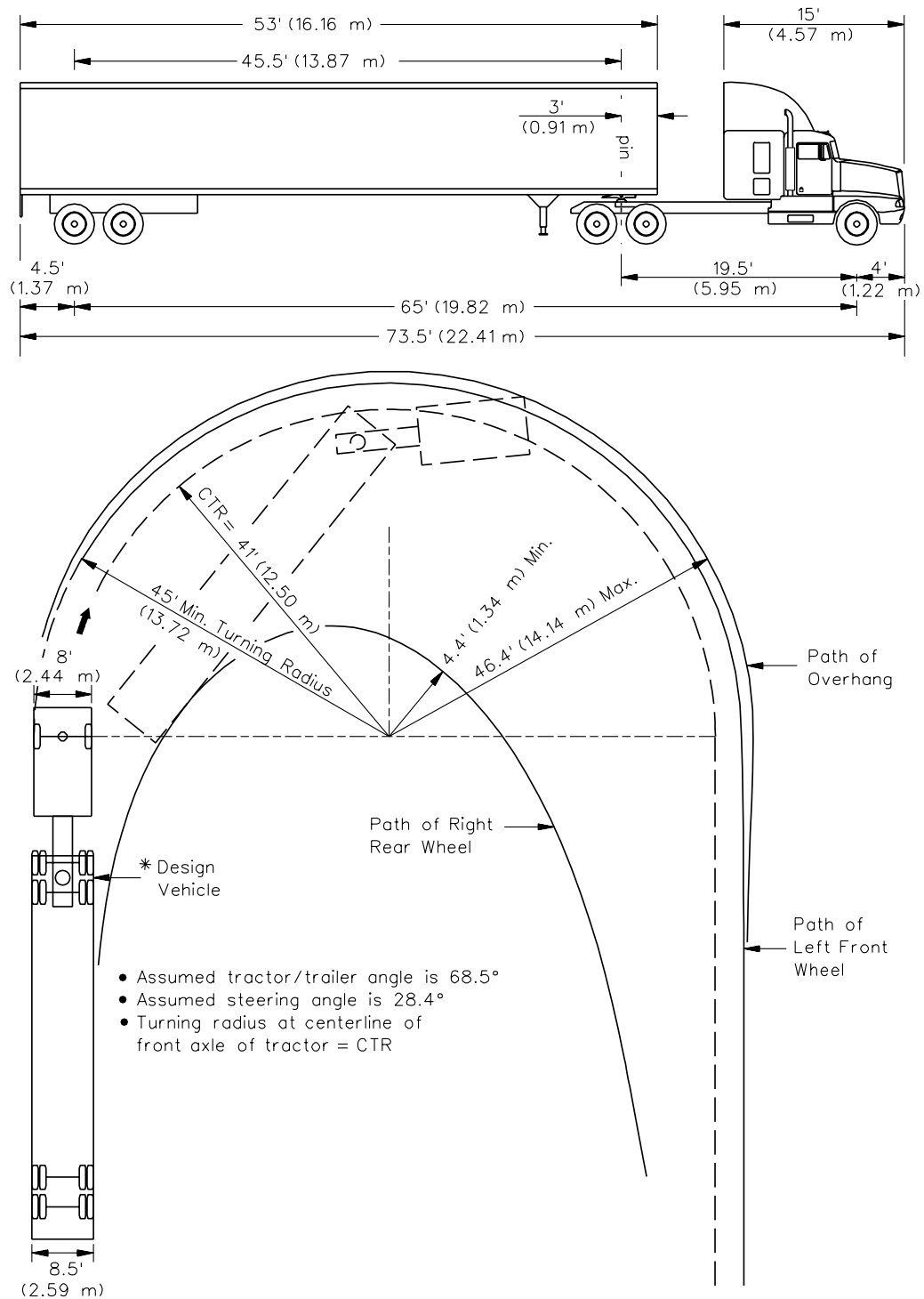


\*Note: Presently, trailers are manufactured in lengths of 40 ft (12.19 m), 42.5 ft (12.95 m), 45 ft (13.72 m), 48 ft (14.63 m), and 53 ft (16.16 m).

### TURNING PATH OF TRACTOR/SEMITRAILER (WB-55 (WB-17)) DESIGN VEHICLE

36-1(27)

Figure 36-10

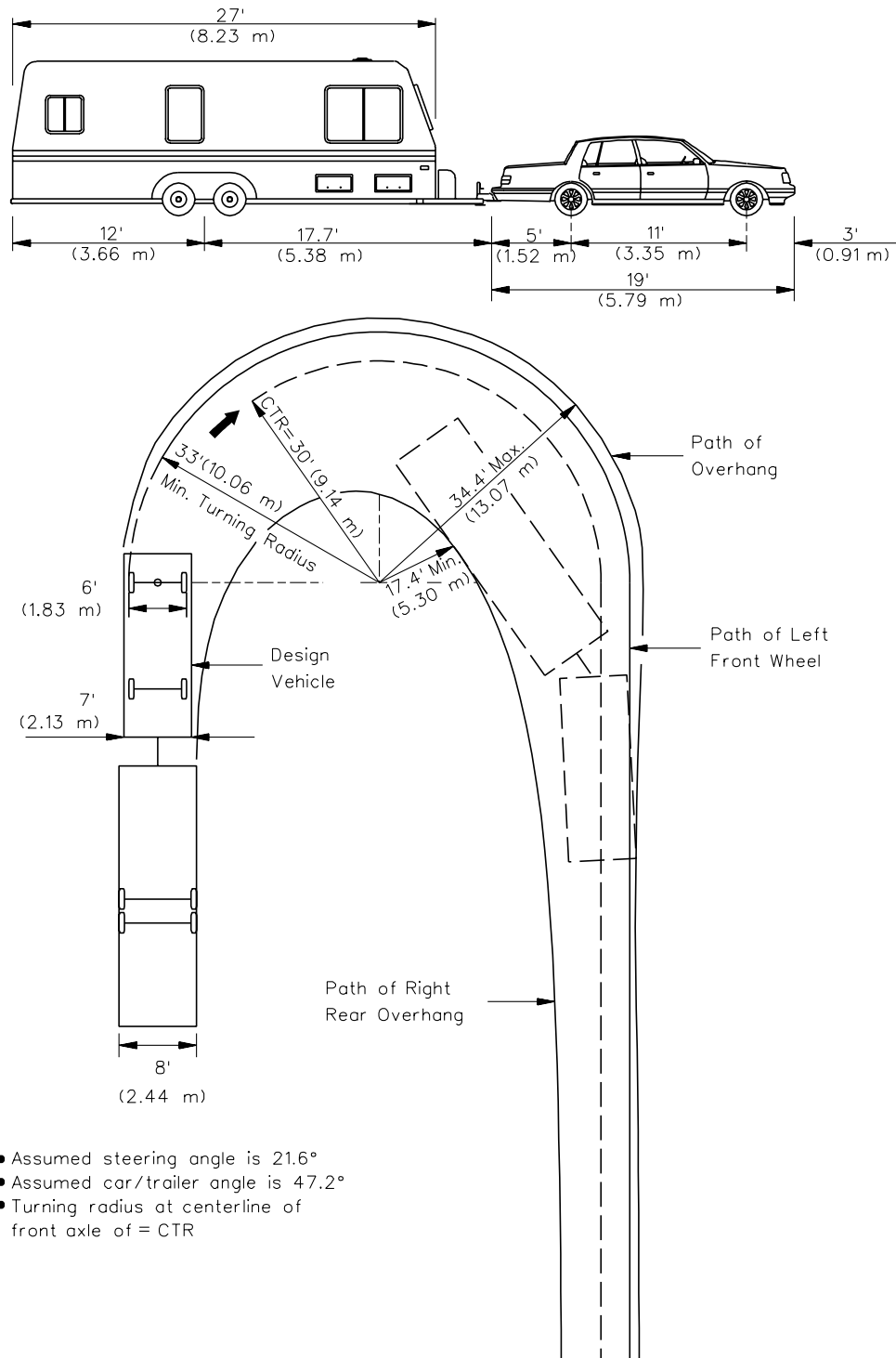


*\*Note: Presently, trailers are manufactured in lengths of 40 ft (12.19 m), 42.5 ft (12.95 m), 45 ft (13.72 m), 48 ft (14.63 m), and 53 ft (16.16 m).*

### TURNING PATH OF TRACTOR/SEMITRAILER (WB-65 (WB-20)) DESIGN VEHICLE

36-1(28)

Figure 36-1P



**MINIMUM TURNING PATH OF PASSENGER CAR AND TRAILER (P/T)  
DESIGN VEHICLE**

**Figure 36-1Q**

For Turn Made		Design Vehicle <sup>(1)(2)(3)</sup>
From	Onto	
Freeway Ramp	Other Facilities	WB-65 (WB-20)
Other Facilities	Freeway Ramp	WB-65 (WB-20)
Arterial or SRA <sup>(4)</sup>	Arterial/SRA Collector Local Local (Residential)	WB-65 (WB-20) WB-55 (WB-17) WB-50 (WB-15) SU*
Collector	Arterial/SRA Collector Local Local (Residential)	WB-55 (WB-17) WB-55 (WB-17) WB-50 (WB-15) SU*
Local	Arterial/SRA Collector Local Local (Residential)	WB-50 (WB-15) WB-50 (WB-15) SU* SU
Local (Residential)	Arterial/SRA Collector Local Local (Residential)	SU* SU* SU SU

*\*With encroachment, a WB-50 (WB-15) vehicle should physically be able to make the turn.*

**Notes:**

- 1. Use this figure for new construction and reconstruction projects.*
- 2. A smaller design vehicle may be considered as a design exception after an investigation of conditions and with justification.*
- 3. For 3R projects, the design vehicle will be site specific with justification*
- 4. SRA is a Strategic Regional Arterial route..*

**SELECTION OF DESIGN VEHICLE AT INTERSECTIONS  
(Functional Classification)**

**Figure 36-1R**

Type of Truck Route	Design Vehicle	Maximum Length of Trailer Allowed (m)	Maximum Length Kingpin to Center Rear Axle (m)
Class I	WB-65 (WB-20)	53' (16.16 m)	45.5' (13.87 m)
Class II	WB-65 (WB-20)	53' (16.16 m)	45.5' (13.87 m)
Class III	WB-55 (WB-17)	53' (16.16 m)	42.5' (12.96 m)
Other State Highway	WB-55 (WB-17)	53' (16.16 m)	42.5' (12.96 m)
Local Roads and Streets	WB-50 (WB-15)	Not Specified	Not Specified

*Illinois Statutes allow additional access off designated truck routes under different conditions. These are defined as follows:*

- 1. Any tractor/semitrailer vehicle operating on a Class I truck route shall have access onto any street or highway for a distance of 1 mile (1.61 km) from a Class I highway to load and unload and to allow the driver to obtain food, fuel, rest, or repairs. However, some local highway authorities may post truck restrictions altering this provision. Under this condition, the combination truck units allowed access off the Class I truck route may be up to 8 feet (2.59 m) wide with a 53 foot (16.16 m) long trailer.*
- 2. Any tractor/semitrailer vehicle operating on a designated State highway (Class I, II, III, or Other State Highways) shall have access on another designated State highway for a distance of 5 miles (8.05 km) on such streets or highways to load and unload and to allow the driver to obtain food, fuel, rest, or repairs.*
- 3. If local authorities designate any street or highway for the same large vehicles and the same uses as stated above, such large vehicles may also use these locally designated highways as truck routes. However, these large vehicles are prohibited from using all other streets and highways under local jurisdiction unless an exception is applicable. An exception would be applicable on a local highway where a combination truck unit is within 5 miles (8.05 km) of a designated truck route and where no restricted weight limit is posted on the local highway. In such cases, the combination truck unit may be up to 8 feet (2.59 m) wide, can have an overall length of 65 feet (19.82 m).*

**DESIGN VEHICLE SELECTION  
(Designated State Truck Route System)**

**Figure 36-1S**



## **36-2 TURNING RADII**

Turning radii treatments for intersections are important design elements in that they influence the operation, safety, and construction costs of the intersection. The designer must ensure that the proposed design is compatible with the expected intersection operations.

### **36-2.01 Design for Right-Turning Vehicles**

The following sections present several basic parameters the designer needs to consider in determining the proper pavement edge/curb line for right-turning vehicles.

#### **36-2.01(a) Design Vehicle**

Section 36-1.08 discusses the selection of the applicable design vehicle for different intersections. These vehicles are used to determine the pavement edge or curb line. Note that the design vehicle will determine the turning width, vehicular path width or swept-path width. The assumed speed of the vehicle is less than 10 mph (15 km/h).

#### **36-2.01(b) Inside Clearance**

Desirably, the selected design vehicle will make the right turn while maintaining approximately a 2 ft (600 mm) clearance from the pavement edge or face of curb.

#### **36-2.01(c) Encroachment**

To determine the amount of acceptable encroachment, the designer should evaluate several factors. These would include traffic volumes, one-way or two-way operations, urban/rural location, and the type of traffic control. For turns made onto local facilities, desirably the selected design vehicle will not encroach into the opposing travel lanes. However, this is not always practical nor cost effective in urban areas. The designer must evaluate these encroachment conditions against the construction and right-of-way impacts. If these impacts are significant and if through and/or turning volumes are relatively low, the designer may consider accepting some encroachment of the design vehicle into opposing lanes; see Figure 36-2D.

The encroachment allowed into adjacent lanes of the road or street onto which the turn is made will depend on the following:

1. Urban. No encroachment should be allowed into opposing lanes for a right-turning vehicle from a side road or street onto a State route.

2. Rural. For rural intersections, the selected design vehicle should not encroach into the opposing lanes of traffic.
3. Multilane Highways. If there are two or more lanes of traffic in the same direction on the road onto which the turn is made, the selected design vehicle can occupy both travel lanes. Desirably, the right-turning vehicle will be able to make the turn while remaining entirely in the right through lane; see Figure 36-2C.

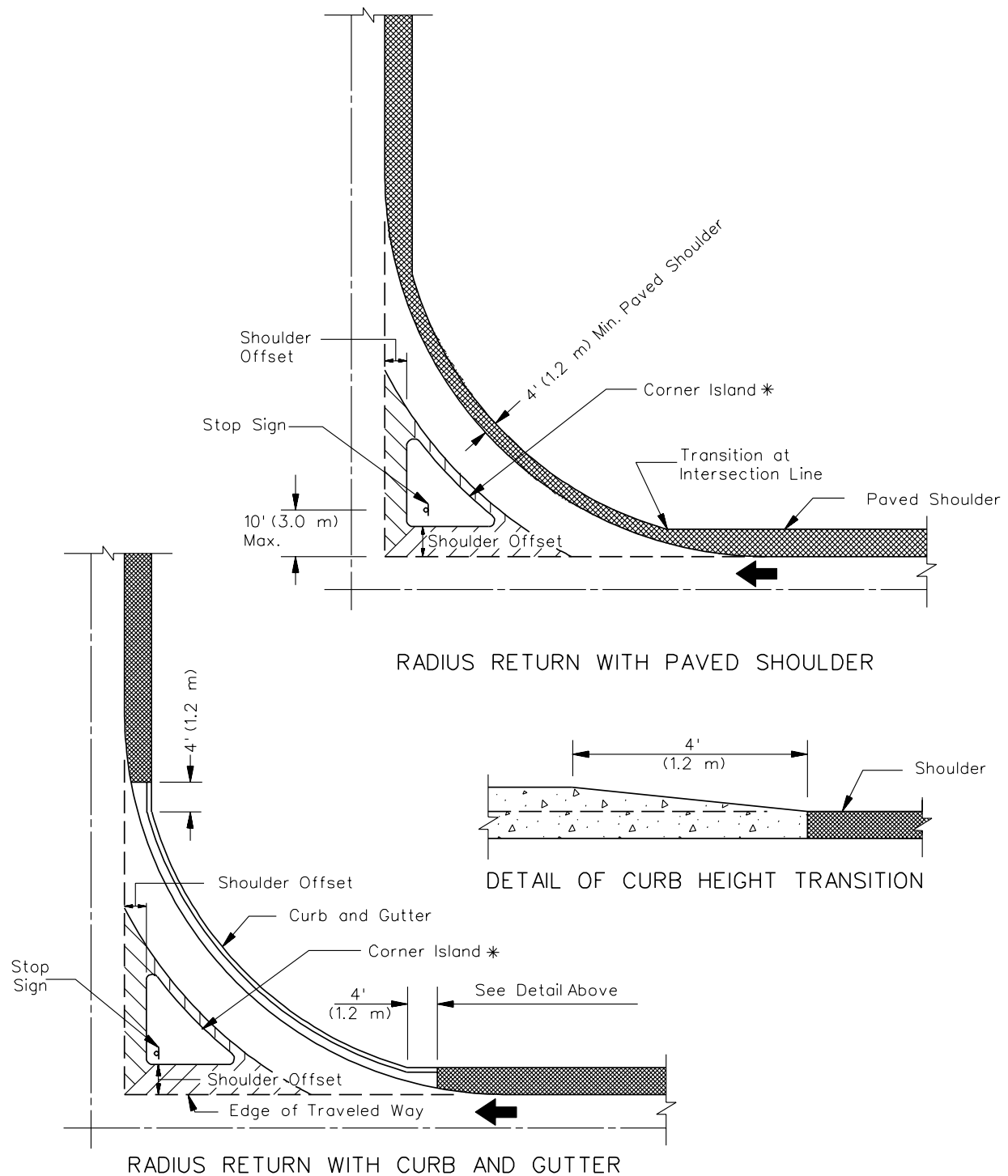
| All intersections of two designated State truck routes should be checked to see if the WB-65 (WB-20) design vehicle can physically make the right turn without backing up and without impacting curbs, parked cars, utility poles, mailboxes, traffic control devices, or any other obstructions, regardless of the selected design vehicle or allowable encroachment.

### **36-2.01(d) Parking Lanes/Shoulders**

At many intersections, parking lanes and/or shoulders will be available on one or both approach legs. This additional roadway width may be carried through the intersection. The following will apply:

1. Parking Lanes. Under restricted conditions, the designer may take advantage of shoulder and/or parking lane to ease the problems of large vehicles turning right at intersections with small radius returns. It will be necessary to restrict the parking a significant distance from the intersection. This area should be delineated with striped pavement markings. Parking should be removed from the intersection according to the *ILMUTCD*.
2. Paved Shoulders. At rural intersections, it may be preferable to continue a paved shoulder throughout the radius return. If a shoulder width transition is required, design it according to Figure 36-2A.
3. Curbing. If certain conditions such as drainage requirements, restricted right-of-way, greater delineation, or the desire to minimize off-tracking warrant the use of curbing along the radius return at rural intersections, terminate the curbing at the shoulder edge and transition the curb height as indicated in Figure 36-2A. Where posted speeds are 50 mph or greater, use a mountable type curb.





*\*Note: Only use M-type curb on corner islands.*

### SHOULDER/CURB AND GUTTER RADIUS RETURN TRANSITIONS

**Figure 36-2A**

**36-2.01(e) Pedestrian Considerations**

The larger the right-turning radius, the farther pedestrians must walk across the street. This is especially important to persons with disabilities. Therefore, the designer must consider the number and type of pedestrians using an intersection when determining the edge of pavement or curb line design. This may lead to a decision to design a right-turn corner island (small or intermediate) for use as a pedestrian refuge.

**36-2.01(f) Types of Right-Turn Designs**

Once the designer has determined the basic right-turning parameters (e.g., design vehicle, amount of allowable encroachment, inside clearance), it will be necessary to select the type of turning design for the curb return or pavement edge which will meet these criteria and will fit the intersection constraints.

The simple radius is the easiest to design and construct. However, two-centered or three-centered curves provide a better fit to the transitional turning paths of tractor/semitrailer design vehicles. Because the WB-65, WB-55, or WB-50 (WB-20, WB-17, or WB-15) trucks are allowed on all State highways, the Department has determined that two-centered or three-centered curves are desirable at all major intersections. Note that using these curves may require a corner island.

Some of the advantages of the two-centered and three-centered curves as compared to the simple radius design include:

- When accommodating a specific design vehicle, they require less intersection pavement than a simple radius design, and especially for angles of turn greater than 90°. For large vehicles, a simple radius is often an unreasonable design unless a corner island is used and, in effect, a turning roadway is provided.
- There are less right-of-way impacts at the intersection corners.
- A simple radius results in greater distances for pedestrians to cross the intersection.

**36-2.01(g) Stop Bar Locations**

Stop bar locations should be checked against the criteria in the *ILMUTCD* at wide throat intersections. This is especially important where no corner island is used.

**36-2.01(h) Turning Template(s)**

To determine the preliminary right-turn design, the designer should use the applicable turning template for the selected design vehicle and speed. Check the final intersection design with the applicable turning templates or with a computer simulated turning template program.

**36-2.01(i) Summary**

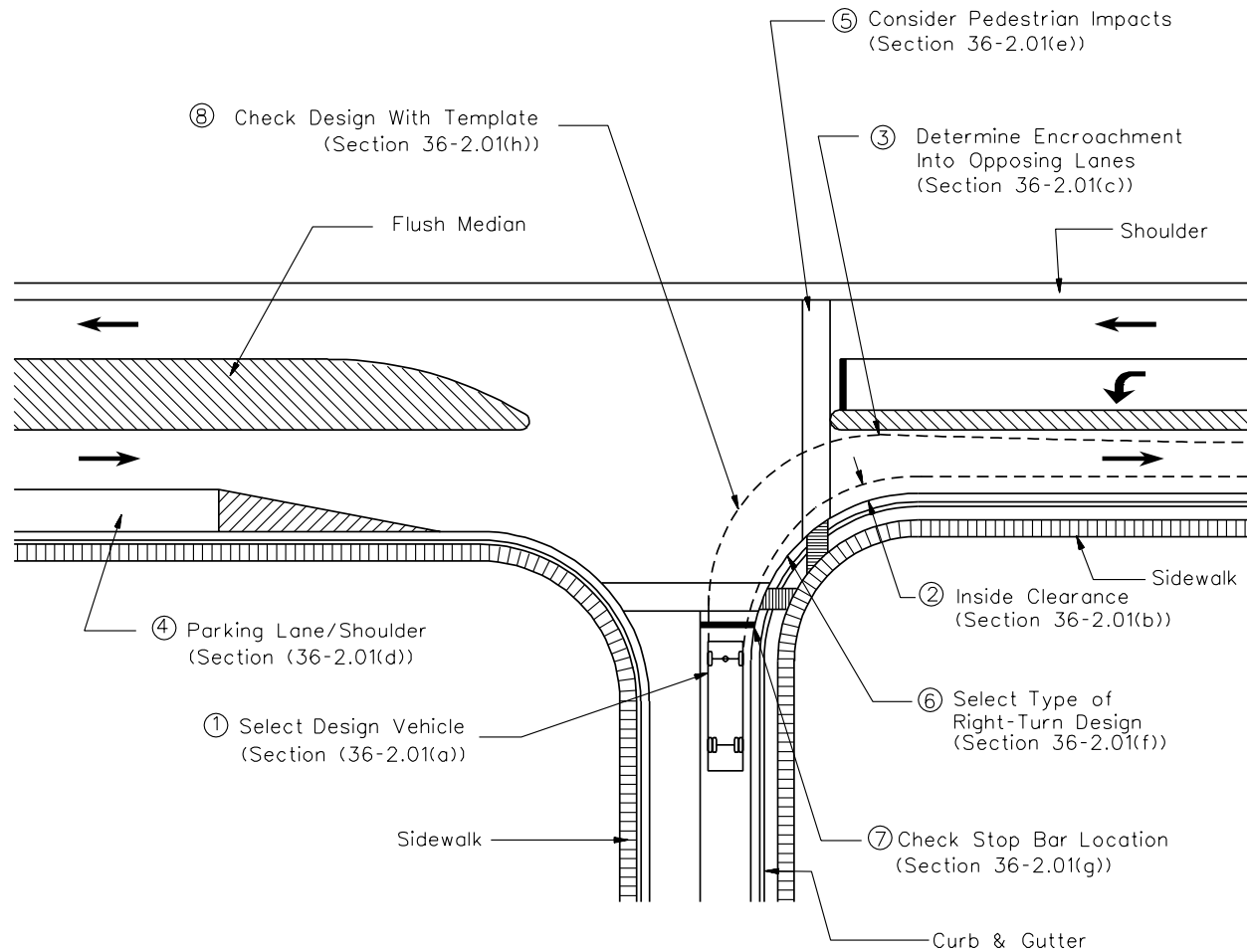
Figure 36-2B illustrates the many factors that should be evaluated in determining the proper design for right-turns movements at intersections. In summary, the following procedure applies:

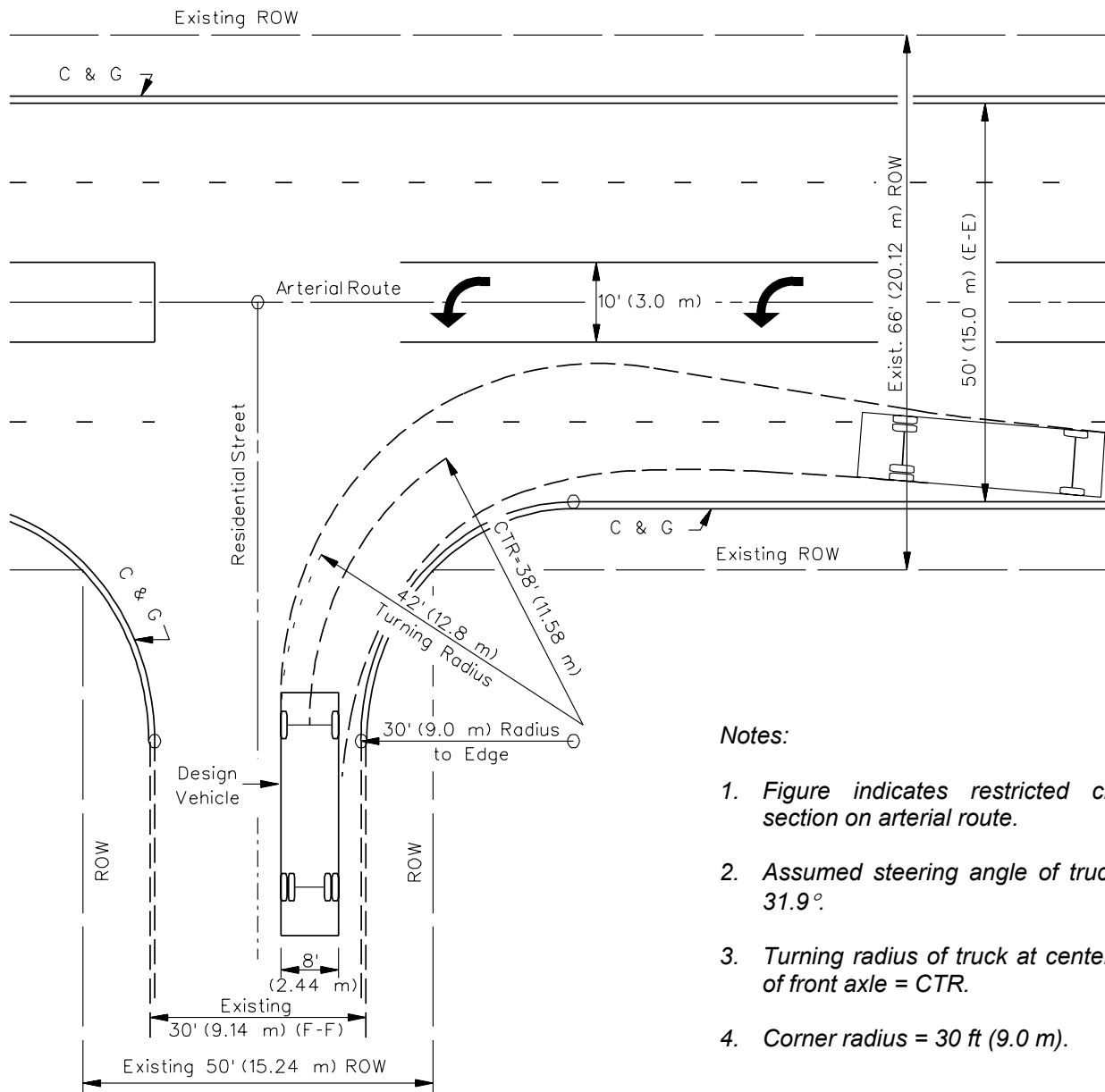
1. Select the design vehicle (Section 36-2.01(a)).
2. Determine the acceptable inside clearance (Section 36-2.01(b)).
3. Determine the acceptable encroachment (Section 36-2.01(c)).
4. Consider the benefits of any parking lanes or shoulders (Section 36-2.01(d)).
5. Consider impacts on pedestrians (Section 36-2.01(e)).
6. Select the type of right-turning treatment (Section 36-2.01(f)).
7. Check the location of the stop bar (Section 36-2.01(g)).
8. Check all proposed designs with the applicable vehicular turning templates or computer simulated turning template program. (Section 36-2.01(h)).

Revise the design as necessary to accommodate the right-turning vehicle or determine that it is not practical to meet this design because of adverse impacts.

**36-2.01(j) Local Street Reconstruction**

When reconstructing an arterial, the designer often must maintain the existing width on the local street. Figure 36-2C illustrates the turning path for an SU design vehicle turning out of an existing local street with a 30 ft (9 m) radius. Figure 36-2D illustrates the turning path for a SU design vehicle turning onto an existing local street.

**SUMMARY OF RIGHT-TURN DESIGN ISSUES****Figure 36-2B**

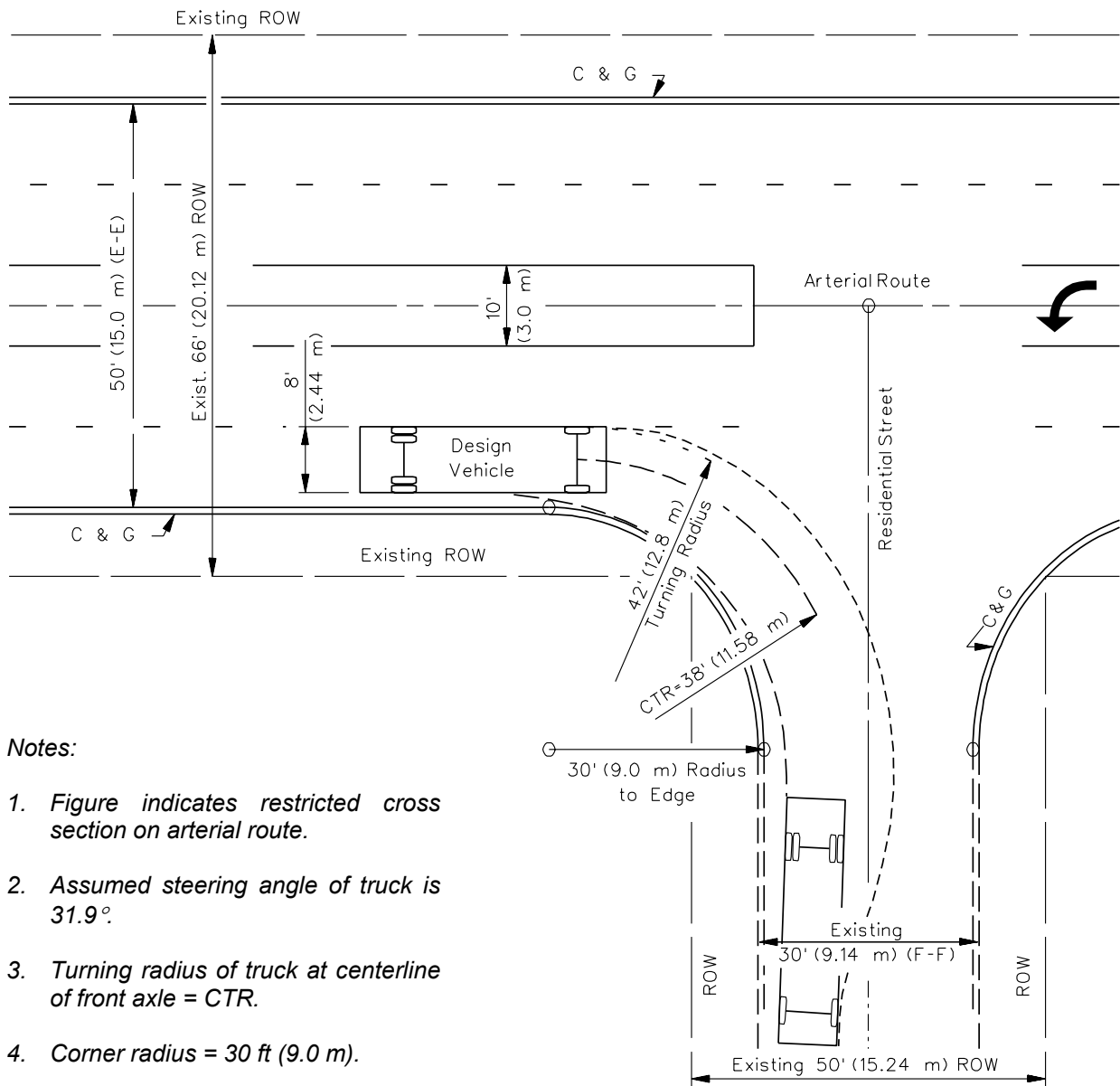


**Notes:**

1. Figure indicates restricted cross section on arterial route.
2. Assumed steering angle of truck is 31.9°.
3. Turning radius of truck at centerline of front axle = CTR.
4. Corner radius = 30 ft (9.0 m).

**RECONSTRUCTION OF LOCAL RESIDENTIAL STREET INTERSECTION  
AT MULTILANE ARTERIAL ROUTE  
(Right Turn Out SU Truck)**

**Figure 36-2C**



**RECONSTRUCTION OF LOCAL RESIDENTIAL STREET INTERSECTION  
AT MULTILANE ARTERIAL ROUTE  
(Right Turn In SU Truck)**

**Figure 36-2D**

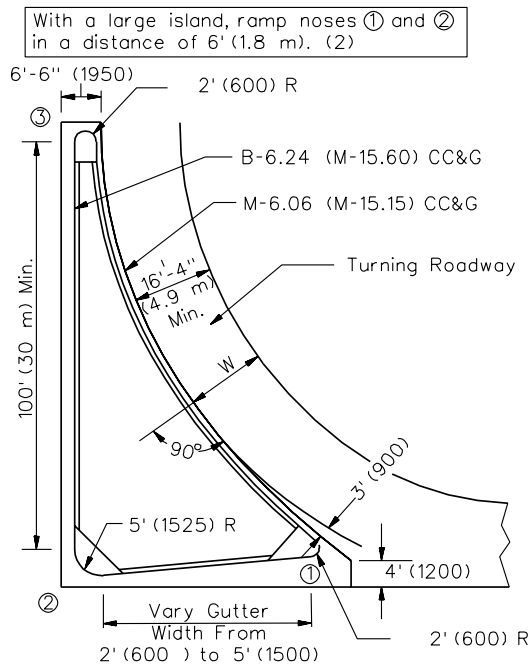
### 36-2.02 Corner Islands

In general, the use of corner islands is discouraged. However at some intersections, it may be desirable to provide a directional or corner island to direct drivers. This may be especially advantageous where a tractor/semi-trailer is used as the design vehicle and/or at oblique angle crossing intersections. The corner island may also be used for locating traffic control devices.

Corner islands may also function as refuge islands to aid and protect pedestrians who cross a wide roadway. Corner islands may be required for pedestrians where complex signal phasing is used, and they may permit the use of two-stage crossings. This may enhance traffic signal efficiency by allowing a reduction in the time allocated for pedestrian movements.

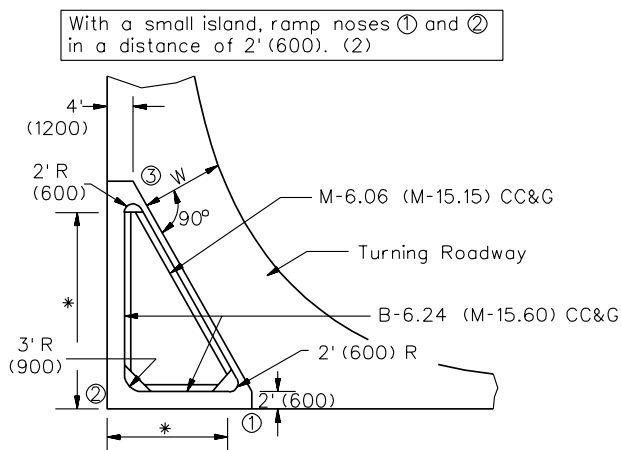
The type and size of triangular or corner islands will vary according to the angle of intersection, design vehicle, right-turn operation, and available right-of-way. Figure 36-2E illustrates the typical designs for corner islands. Also consider the following:

1. Island Sides. The sides of the island should not be less than 12 ft (3.6 m) and, preferably 15 ft (4.5 m), after rounding the corners.
2. Island Size. The minimum island size for rural areas is 100 ft<sup>2</sup> (9.5 m<sup>2</sup>). For urban islands, the island area typically should be 75 ft<sup>2</sup> (7.0 m<sup>2</sup>) but not less than 50 ft<sup>2</sup> (4.7 m<sup>2</sup>). The island area includes the concrete median surface and the top of the curb.
3. Flush or Raised-Curb. For proper delineation of corner islands, under all conditions (e.g., nighttime, rain, fog, snow), the raised-curb design is preferable.
4. Curbing. Only use the M-type curb on corner islands. Also consider the following:
  - a. Use M-6 (M-15) curb on islands that are located adjacent to a highway with speeds of 45 mph (70 km/h) or less.
  - b. Use M-4 (M-10) curb on islands that are located adjacent to high-speed traffic (50 mph (80 km/h) or greater). However, use M-6 (M-15) curb on islands where traffic signal supports, sign truss supports, or any other post with a foundation generally larger than a standard highway sign are present. Note that a stop sign is a standard highway sign.
  - c. Use M-6.06 (M-15.15) or M-4.06 (M-10.15) CC&G on all sides of islands where the island is offset the shoulder width from the edge of the traveled way.
5. Island Offsets. On streets with outside curb and gutter, offset the corner island from the edge of the traveled way according to Figure 36-2E. In rural areas or for facilities with shoulders, the corner island is offset the shoulder width, but not greater than 8 ft (2.4 m); see Figure 36-2F. If a right-turn deceleration lane is provided on the facility, then offset the corner island at least 8 ft (2.4 m).



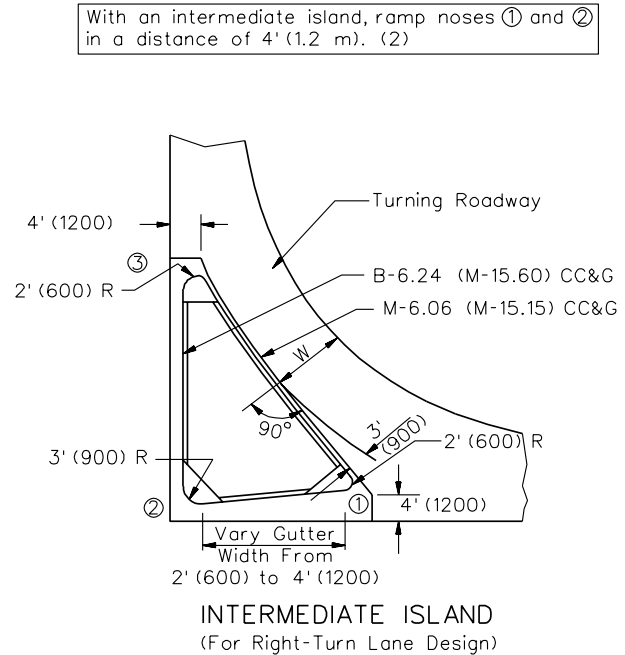
## LARGE ISLAND

(For Freeflow Turning Roadway Design)



## SMALL ISLAND

(For Typical Design)



## Notes:

- ①, ②, ③ - designates a specific corner of island.
- Ramp the ① and ② noses of curbed corner islands unless the curb function is for the protection of pedestrians, signals, light standards, or sign truss supports.
- See the IDOT Highway Standards for details of ramping noses.
- All corner radii are to the face of curb at flowline. Show "W" values on IDS.
- \* These dimensions are controlled by the minimum area requirements of the island, whereas "W" is a required dimension.
- Dimensions in parentheses are in mm unless otherwise noted.

## DETAILS OF CORNER ISLANDS

Figure 36-2E



### 36-2.03 Turning Roadways

Where the inner edges of pavements for right turns at intersections are designed to accommodate tractor/semi-trailer combinations or where the desired design permits passenger vehicles to turn at speeds of 15 mph (25 km/h) or greater, the pavement area at the corner of the intersection may become excessively large for proper control of traffic. To avoid this, a corner triangle island is used and the connecting roadway between the two intersection legs is defined as a turning roadway.

#### 36-2.03(a) Guidelines

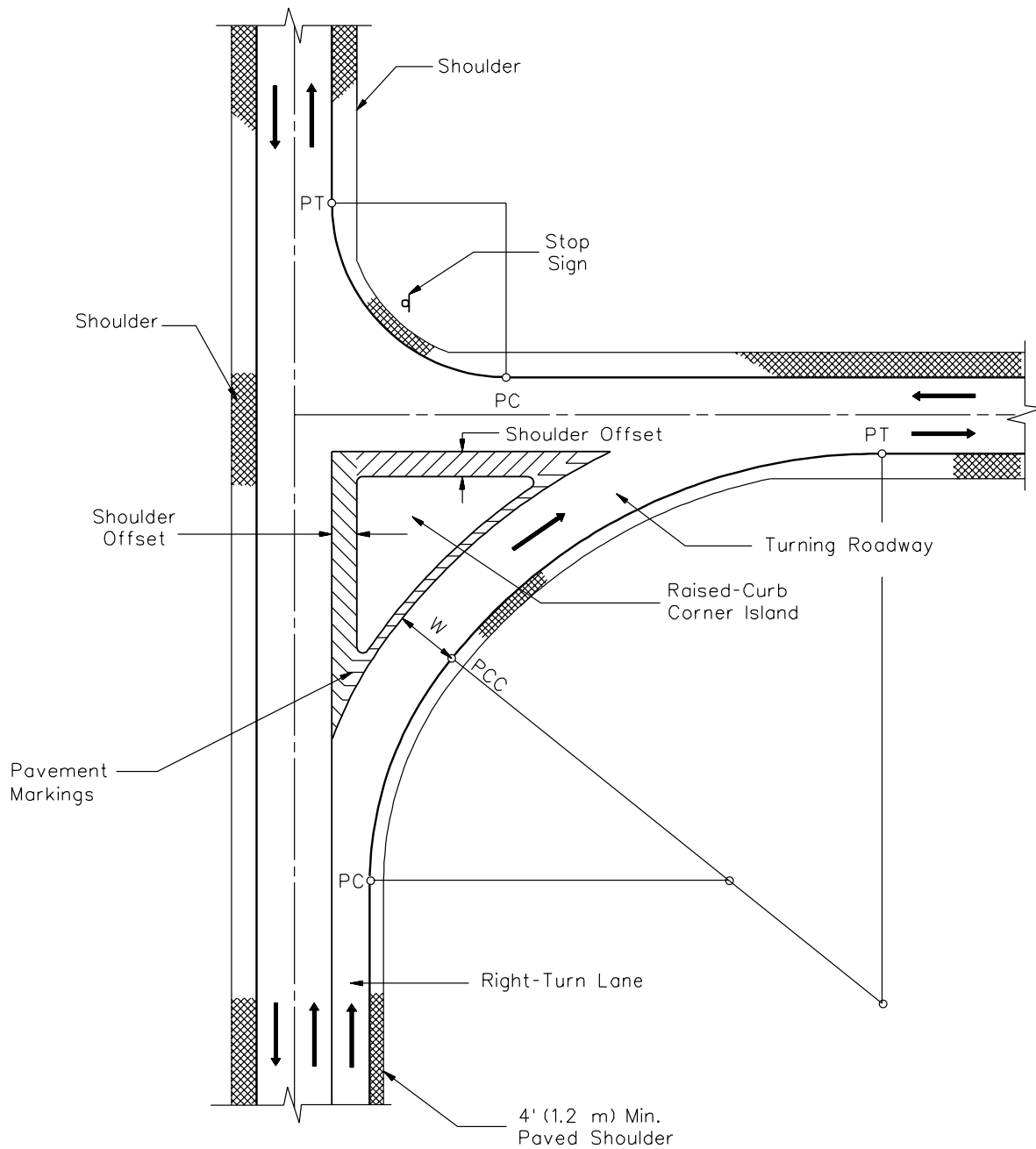
The need for a turning roadway will be determined on a case-by-case basis. The designer should consider the following guidelines in determining the need for a turning roadway:

1. Trucks. A turning roadway is usually required when the selected design vehicle is a tractor/semitrailer combination.
2. Island Type and Size. Desirably, the island size should be at least 100 ft<sup>2</sup> (10 m<sup>2</sup>). At a minimum, the island should be at least 100 ft<sup>2</sup> (9 m<sup>2</sup>) in rural areas and 50 ft<sup>2</sup> (4.5 m<sup>2</sup>) in urban areas. See Figure 36-2E.
3. Level of Service. A turning roadway can often improve the level of service through the intersection. At signalized intersections, a turning roadway with a free-flow acceleration lane may significantly improve the capacity of the intersection by removing the right-turning vehicles from the signal timing. Level-of-service criteria are provided in the geometric design tables in Part V, Design of Highway Types, of the *BDE Manual*.
4. Crashes. Use a turning roadway with a right-turn lane if there are significant numbers of rear-end type crashes at an intersection. Turning roadways with larger radii, in conjunction with a right-turn lane, will allow vehicles to make the turning movements at higher speeds and, consequently, should reduce these types of accidents.

Figure 36-2F illustrates a typical turning roadway layout with a two-centered curve at the intersection.

#### 36-2.03(b) Design Speed

A turning roadway even at a low design speed (e.g., 10 mph (20 km/h)) will still provide a significant benefit to turning vehicles regardless of the speed on the approaching highway. Typically, the design speed for a turning roadway will be in the range of 10-20 mph (20-30 km/h).

**Notes:**

1.  $W$  = Width of turning roadway, see Figure 36-2G.
2. See Figure 36-2E for details of the corner island design.

**TYPICAL TURNING ROADWAY LAYOUT  
(Rural)****Figure 36-2F**

**36-2.03(c) Width**

Turning roadway widths are dependent upon the turning radii design, design vehicle selected, angle of turn, design at edges of the turning roadway, and type of operation. Section 36-1.08 provides the criteria for selection of the appropriate design vehicle at an intersection. Turning roadways are designed for one-way operation and are segregated as follows:

1. Case I. One-lane with no provisions for passing a stalled vehicle on the traveled way.
2. Case II. One-lane with provision for passing a stalled vehicle on the traveled way.
3. Case III. Two-lane operation on the traveled way.

Figure 36-2G presents guidelines for turning roadway widths for various design vehicles based on the above operations. Selection of the appropriate operation will depend on the intersection and will be determined on a case-by-case basis. The following presents several guidelines to consider:

1. Case I. For most turning roadway designs, use the Case I widths from Figure 36-2G. The pavement widths in Figure 36-2G provide an extra 6 ft (1.8 m) clearance beyond the design vehicle's swept path. This additional width provides extra room for maneuverability and driver variances.
2. Case II and III. Case II and III widths are seldom required on turning roadways. This is due to the relatively short roadway lengths involved. The Case II widths may be appropriate where channelized islands are provided next to through traffic lanes. Case III widths are only applicable where two lanes are used through the turning roadway.
3. Larger Vehicles. In selecting the turning roadway width, the designer should also consider the possibility that a larger vehicle may also use the turning roadway. To some extent, the extra 6 ft (1.8 m) clearances in Case I widths will allow for the accommodation of the occasional larger vehicle at a lower speed and with less clearance. For example, a turning roadway designed for a WB-15 (WB-50) with a 100 ft (30 m) radius will still accommodate an occasional WB-17 (WB-55) vehicle. However, it will not accommodate a WB-20 (WB-65) vehicle. If there are a significant number of the larger vehicles using the turning roadway, it should be selected as the design vehicle.
4. Shoulders. For shoulder designs adjacent to turning roadways, see Figures 36-2A and 36-2F.
5. Curbing. Where curb and gutter is provided on the left and/or right side of the turning roadway, add the gutter widths to the widths shown in Figure 36-2G.

Radius on Inner Edge of Pavement, R (ft)	Case I, One-Lane, One-Way Operation, No Provision for Passing a Stalled Vehicle (ft)						
	P	P/T	S-BUS-40	SU	WB-50	WB-55	WB-65
50	13	19	18	18	32	38	49
75	13	17	17	17	25	28	32
100	13	16	16	16	22	24	27
150	12	16	15	15	19	20	22
200	12	15	15	15	18	18	20
300	12	15	15	15	17	17	18
400	12	15	15	15	17	17	18
500	12	15	15	15	17	17	18
Tangent	12	14	14	14	15	15	15
Case II, One-Lane, One-Way Operation with Provision for Passing a Stalled Vehicle by Another of the Same Type (ft)							
50	20	30	32	30	56	69	93
75	19	27	28	27	42	46	56
100	18	25	26	25	36	39	46
150	18	23	24	23	31	33	37
200	17	22	23	22	28	30	33
300	17	22	22	22	26	27	29
400	17	21	21	21	25	26	27
500	17	21	21	21	24	25	26
Tangent	17	20	20	20	21	21	21
Case III, Two-Lane, One-Way Operation (Same Type Vehicle in Both Lanes) (ft)							
50	26	36	38	36	62	75	99
76	25	33	34	33	48	53	62
100	24	31	32	31	42	48	52
150	24	29	30	29	37	40	43
200	23	28	29	28	34	35	39
300	23	28	28	28	32	33	35
400	23	27	27	27	31	33	33
500	23	27	27	27	30	32	32
Tangent	23	26	26	26	27	27	27

- Notes: 1. Only use the turning roadway widths in this figure as a guide and check with a turning template or a computer simulated turning template program.
2. See Section 36-1.08 for dimensions of design vehicles.

**TURNING ROADWAY WIDTHS  
(US Customary)**

**Figure 36-2G**

Radius on Inner Edge of Pavement, R (m)	Case I, One-Lane, One-Way Operation, No Provision for Passing a Stalled Vehicle (m)						
	P	P/T	S-BUS-12	SU	WB-15	WB-17	WB-20
15	4.0	5.7	5.5	5.5	9.7	12.2	15.7
25	3.9	5.1	5.0	5.0	7.2	8.0	9.0
30	3.8	5.0	4.9	4.9	6.7	7.4	8.1
50	3.7	4.7	4.6	4.6	5.7	6.1	6.5
75	3.7	4.5	4.5	4.5	5.3	5.6	5.9
100	3.7	4.5	4.5	4.5	5.3	5.6	5.9
125	3.7	4.5	4.5	4.5	5.3	5.6	5.9
150	3.7	4.5	4.5	4.5	5.3	5.6	5.9
Tangent	3.6	4.2	4.2	4.2	4.4	4.4	4.4
Case II, One-Lane, One-Way Operation with Provision for Passing a Stalled Vehicle by Another of the Same Type (m)							
15	6.0	9.3	9.7	9.2	17.3	22.4	29.5
25	5.6	7.9	8.2	7.9	12.1	13.8	16.0
30	5.5	7.7	7.8	7.6	11.1	12.4	14.2
50	5.3	7.0	7.1	7.0	9.1	9.9	10.9
75	5.2	6.7	6.8	6.7	8.2	8.7	9.3
100	5.2	6.5	6.6	6.5	7.7	8.2	8.6
125	5.1	6.4	6.5	6.4	7.5	7.8	8.1
150	5.1	6.4	6.4	6.4	7.3	7.5	7.8
Tangent	5.0	6.1	6.1	6.1	6.4	6.4	6.4
Case III, Two-Lane, One-Way Operation (Same Type Vehicle in Both Lanes) (m)							
15	7.8	11.1	11.5	11.0	19.1	24.2	31.3
25	7.4	9.7	10.0	9.7	13.9	15.7	17.8
30	7.3	9.4	9.6	9.4	12.9	14.2	16.0
50	7.1	8.8	8.9	8.8	10.9	11.7	12.7
75	7.0	8.5	8.6	8.5	10.0	10.5	11.1
100	7.0	8.3	8.4	8.3	9.5	10.1	10.4
125	6.9	8.2	8.3	8.2	9.3	9.6	9.9
150	6.9	8.2	8.2	8.2	9.1	9.3	9.6
Tangent	6.8	7.9	7.9	7.9	8.2	8.2	8.2

- Notes:
1. Only use the turning roadway widths in this figure as a guide and check with a turning template or a computer simulated turning template program.
  2. See Section 36-1.08 for dimensions of design vehicles.

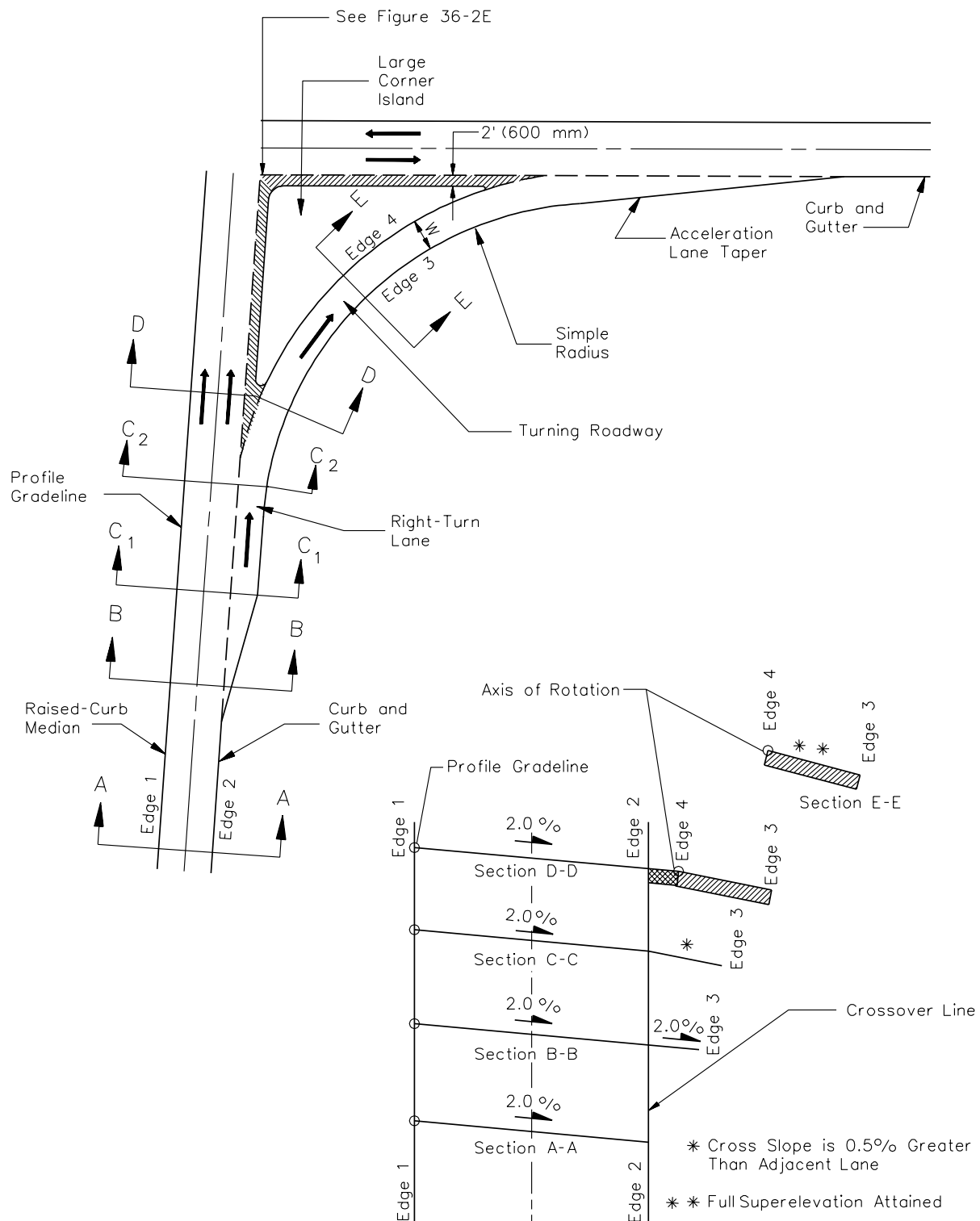
**TURNING ROADWAY WIDTHS  
(Metric)**

**Figure 36-2G**

**36-2.03(d) Horizontal Alignment**

The horizontal alignment for turning roadway design differs from that of open-roadway conditions, which are discussed in Chapter 32. In comparison, turning roadway designs reflect more restrictive field conditions, and less demanding driver expectation and driver acceptance of design limitations. The following assumptions are used to design horizontal alignment for turning roadways:

1. Curvature Arrangement. The radii designs discussed in Section 36-2.01 (e.g., simple radius, two or three-centered curves) are also applicable to turning roadways. For most turning roadway designs, a two-centered curve is desirable. A large simple radius can be used where right-of-way is available and where a higher turning speed is desired (e.g., 20-25 mph (30 - 40 km/h)).
2. Superelevation. Turning roadways are relatively short in length as indicated in Figure 36-2F. This increases the difficulty of superelevating the roadway. For turning roadways developed with two-centered curves, a low design speed (e.g., 10 – 20 mph (20 - 30 km/h)) is appropriate and the superelevation rate will typically be 2%. The maximum superelevation rate for turning roadways should not exceed 4%. This would apply only where a large simple radius is used. The factors that control the amount of superelevation are the need to meet pavement elevations of the two intersecting roadways, providing for drainage within the turning roadway, and design speed. Selection of the appropriate superelevation rate will be based on field conditions and will be determined on a site-by-site basis.
3. Superelevation Development. Figure 36-2H illustrates a schematic of superelevation development for a turning roadway adjacent to a tangent section of highway and includes both a right-turn lane and an acceleration-lane taper. The actual development will depend upon the practical field conditions combined with a reasonable consideration of the theory behind horizontal curvature. The following criteria should be met:
  - No change in the normal cross slope is necessary up to Section B-B. Here, the width of the right-turn lane is less than 3 ft (1 m).
  - At Section C<sub>1</sub>-C<sub>1</sub>, the full width of the right-turn lane is obtained and should be sloped at 2.5%. The 2.5% cross slope is carried through to C<sub>2</sub>-C<sub>2</sub>.
  - The full width of the turning roadway should be attained at Section D-D. The amount of superelevation at D-D will depend upon the practical field conditions.
  - Beyond Section D-D, rotate the turning roadway pavement as needed to provide the required superelevation for the design speed of the turning roadway.



**SUPERELEVATION DEVELOPMENT OF TURNING ROADWAY  
(Mainline on Tangent or Curved to the Right)**

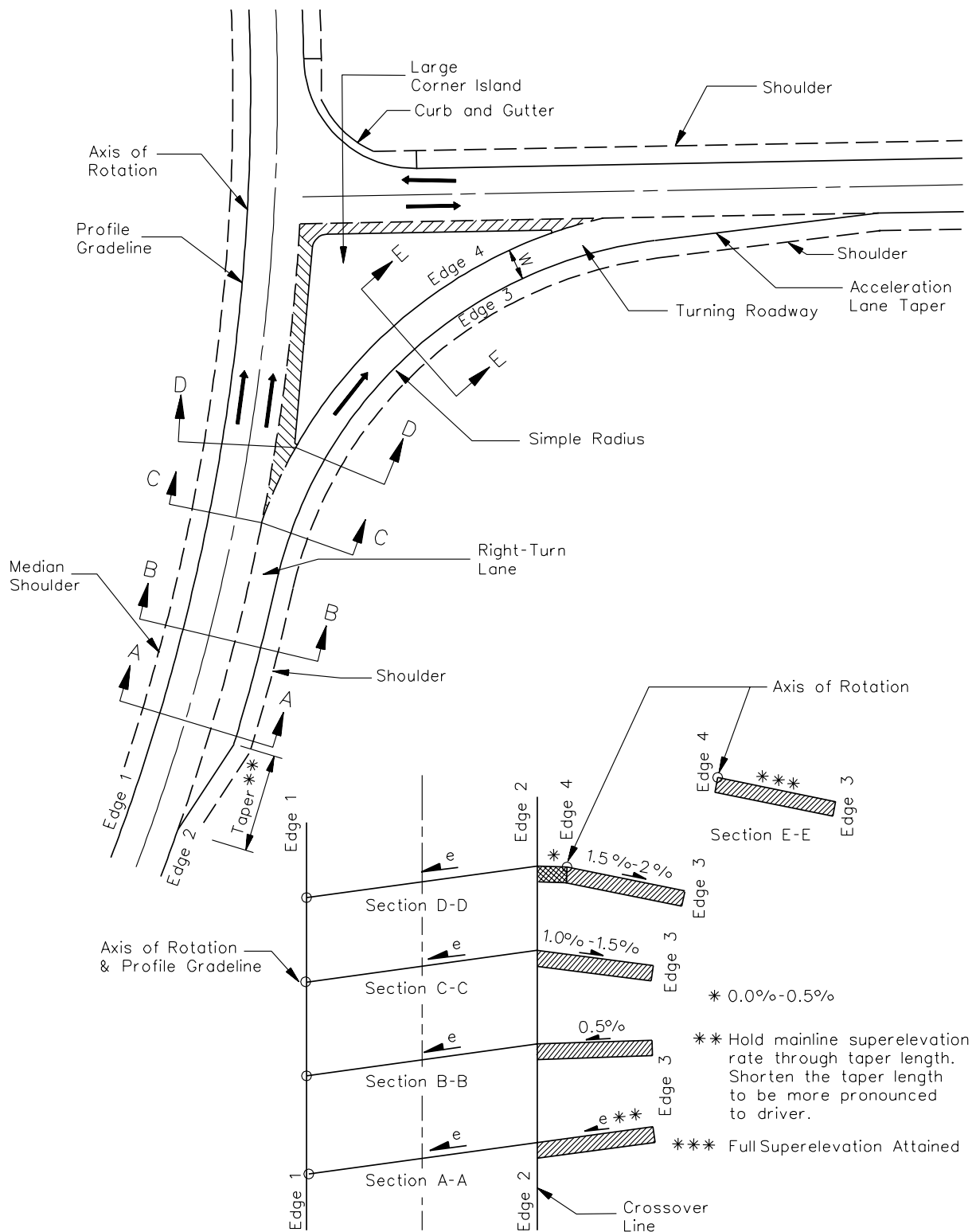
**Figure 36-2H**

- The superelevation treatment for the exiting portion of the turning roadway should be similar to that described for the entering portion. However, the superelevation rate on the turning roadway at the beginning of the acceleration taper should match the cross slope of the merging highway or street plus 0.5%.

Figure 36-2I illustrates an existing situation where the mainline curves to the left and away from the crossroad. The designer should make every effort to avoid designing intersections on a curve where superelevation is needed. If this is not practical, the designer can compensate for this problem by proposing the use of a parallel right-turn deceleration lane prior to the turning roadway as shown in Figure 36-2I.

4. Cross Slope Rollover. Figure 36-2J presents the maximum allowable algebraic difference in the cross slopes between the mainline and the right-turn lane which precedes the turning roadway. In Figures 36-2H and 36-2I, this criteria applies between Section A-A and Section D-D. This likely will be a factor only for a superelevated mainline to the left.
5. Minimum Radius. The minimum turning roadway radii are based on the design speed, side-friction factors, and superelevation rate. Figure 36-2K presents minimum radii for various turning roadway conditions.





**SUPERELEVATION DEVELOPMENT OF TURNING ROADWAY  
(Mainline Curved to the Left)**

**Figure 36-21**

US Customary		
Design Speed of Turning Roadway Curve (mph)	Rollover (Algebraic Difference) in Cross Slope at Crossover Line (%)	
	Desirable Maximum	Maximum
10-20	5	8
25-30	5	6
>30	4	5
Metric		
Design Speed of Turning Roadway Curve (km/h)	Rollover (Algebraic Difference) in Cross Slope at Crossover Line (%)	
	Desirable Maximum	Maximum
20-30	5	8
40-50	5	6
>50	4	5

*Note: Values apply between the traveled way and the right-turn lane for turning roadways.*

## MAXIMUM PAVEMENT CROSS SLOPES AT TURNING ROADWAYS

Figure 36-2J

<b>US Customary</b>				
Turning Roadway Design Speed (mph)	Assumed Maximum Comfortable Side Friction (f)	Assumed Superelevation (e)	Calculated Radius (ft)	Design Radius (R <sub>1</sub> ) (ft)
10	0.38	2% 3% 4%	16.7 16.3 15.9	15 15 15
15	0.32	2% 3% 4%	44.1 42.9 41.7	45 45 40
20	0.27	2% 3% 4%	92.0 88.9 86.0	90 90 85
25	0.23	2% 3% 4%	166.7 160.3 154.3	165 160 155
30	0.18	2% 3% 4%	300.0 285.7 272.7	300 285 275
35	0.16	2% 3% 4%	453.7 429.8 408.3	455 430 410
40	0.15	2% 3% 4%	627.4 592.6 561.4	625 595 560
<b>Metric</b>				
Turning Roadway Design Speed (km/h)	Assumed Maximum Comfortable Side Friction (f)	Assumed Superelevation (e)	Calculated Radius (m)	Design Radius (R <sub>1</sub> ) (m)
20	.35	2% 3% 4%	8.5 8.3 8.1	9 8 8
30	.28	2% 3% 4%	23.6 22.9 22.1	24 23 22
40	.23	2% 3% 4%	50.4 48.5 46.7	50 49 47
50	.19	2% 3% 4%	93.7 89.5 85.6	94 90 86
60	.17	2% 3% 4%	149.2 141.7 135.0	149 142 135

*Note: For design speeds greater than 45 mph (60 km/h), use open-roadway conditions; see Chapter 32.*

### MINIMUM RADII FOR TURNING ROADWAYS

Figure 36-2K

**36-2.03(e) Deceleration/Acceleration Lanes**

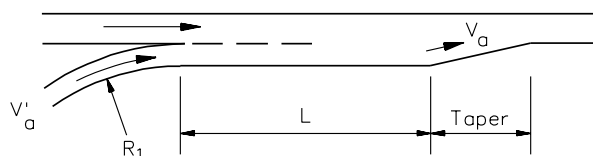
Consider the following guidelines for using an acceleration or deceleration lane with turning roadways:

1. Deceleration Lane Guidelines. Consider the following guidelines for including a deceleration lane prior to the turning roadway:
  - a. Turning Roadway Design Speed. A right-turn deceleration lane may be considered where the turning roadway design speed is more than 20 mph (30 km/h) lower than that of the mainline design speed.
  - b. Storage Length. A right-turn deceleration lane may be beneficial at signalized intersections where the through lane storage may limit access to the turning roadway. In these cases, the deceleration lane should extend upstream beyond the through lane storage requirements.
2. Acceleration Lane Guidelines. Consider the following guidelines for including an acceleration lane after the turning roadway:
  - a. Traffic Condition. Consider providing an acceleration lane where it is desirable to provide a free-flowing traffic merge. The acceleration lane should not be preceded by a stop or yield condition.
  - b. Traffic Volumes. Consider providing an acceleration lane where the turning traffic must merge with the through traffic of a high-speed, high-volume facility and/or where there is a high volume of trucks turning onto the mainline.
  - c. Sight Distance. Acceleration lanes may be considered if there is inadequate sight distance available to allow the driver to safely merge with the mainline facility.
  - d. Right-Turn vs. Left-Turn Lanes. Right-turn acceleration lanes are more common than left-turn acceleration lanes. Left-turn acceleration lanes can be considered only after an engineering study has been completed and approved by BDE.
3. Deceleration Lane Design. For guidance on the design of right-turn deceleration lanes, see Section 36-3.02.
4. Acceleration Lane Design. Consider the following when designing an acceleration lane:
  - a. Type. Design acceleration lanes at intersections in the same manner as for interchange ramps using the taper design; see Section 37-6.02. Under some circumstances, a parallel-lane design may be more appropriate (e.g., steep

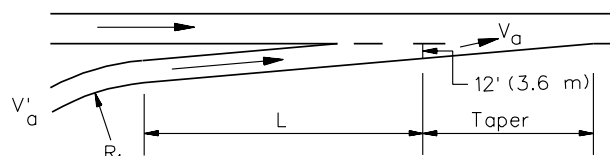
upgrade, large volume of trucks). Parallel-lane design criteria are presented in the AASHTO *A Policy on Geometric Design of Highways and Streets*.

- b. Lengths. Right-turn acceleration lanes should meet the criteria presented in Figure 36-2L. The “controlling curve” at an intersection is the design speed of the turning roadway or the speed at which a vehicle can make the right turn. The acceleration distance from Figure 36-2L should be adjusted for grades using the factors presented in Figure 36-2M. Where there is a significant number of turning trucks, the designer may consider lengthening the acceleration lane to account for their longer acceleration distances.
- c. Taper. See Figure 36-2L for the taper length distance to be provided at the end of the acceleration lane.

Design Speed of Highway (mph)	Speed Reached at End of Full Lane Width (mph) ( $V_a$ ) <sup>③</sup>	Length of Taper (ft) <sup>④</sup>	L = Length of Acceleration Lane Excluding Taper (ft) <sup>①</sup>						
			For Design Speed of Turning Roadway (mph)						
			Stop	15	20	25	30	35	40
			For Average Running Speed (mph) ( $V'_a$ )						
			0	14	18	22	26	30	36
30	23	135	180	140	—	—	—	—	—
35	27	155	280	220	160	—	—	—	—
40	31	175	360	300	270	210	120	—	—
45	35	200	560	490	440	380	280	160	—
50	39	220	720	660	610	550	450	350	130
55	43	240	960	900	810	780	670	550	320
60	47	265	1200	1140	1100	1020	910	800	550
65	50	285	1410	1350	1310	1220	1120	1000	770
70	53	310	1620	1560	1520	1420	1350	1230	1000



PARALLEL TYPE



TAPER TYPE

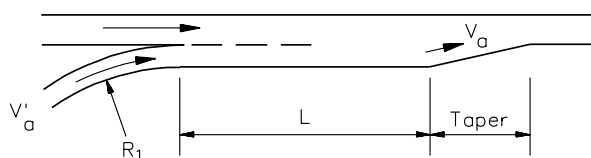
**Notes:**

1. These values are for grades 3% or less. See Figure 36-2M for steeper upgrades or downgrades.
2. See Figure 36-2K for radii of turning roadways.
3. The acceleration lengths are calculated from the distance needed for a passenger car to accelerate from the average running speed of the entrance curve to reach a speed ( $V_a$ ) of approximately 5 mph below the average running speed on the mainline.
4. Length of taper approximates 3 seconds travel time at the design speed.

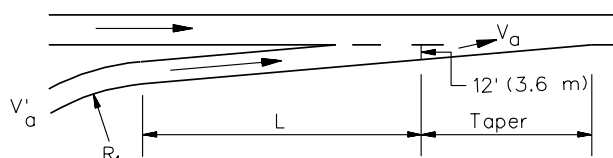
**DESIGN LENGTHS FOR ACCELERATION LANES**  
**(Passenger Cars)**  
**(US Customary)**

Figure 36-2L

Design Speed of Highway (km/h)	Speed Reached at End of Full Lane Width (km/h) ( $V_a$ ) <sup>③</sup>	Length of Taper (m) <sup>④</sup>	L = Length of Acceleration Lane Excluding Taper (m) <sup>①</sup>					
			For Design Speed of Turning Roadway (km/h)					
			Stop	20	30	40	50	60
			For Average Running Speed (km/h) ( $V'_a$ )					
			0	20	28	35	42	51
50	37	45	60	50	30	—	—	—
60	45	50	95	80	65	45	—	—
70	53	60	150	130	110	90	65	—
80	60	70	200	180	165	145	115	65
90	67	75	260	245	225	205	175	125
100	74	85	345	325	305	285	255	205
110	81	90	430	410	390	370	340	290



PARALLEL TYPE



TAPER TYPE

**Notes:**

1. These values are for grades 3% or less. See Figure 36-2M for steeper upgrades or downgrades.
2. See Figure 36-2K for radii of turning roadways.
3. The acceleration lengths are calculated from the distance needed for a passenger car to accelerate from the average running speed of the entrance curve to reach a speed ( $V_a$ ) of 10 km/h below the average running speed on the mainline.
4. Length of taper approximates 3 seconds travel time at the design speed.

**DESIGN LENGTHS FOR ACCELERATION LANES**  
**(Passenger Cars)**  
**(Metric)**

**Figure 36-2L**

Design Speed of Highway (mph)	Difference of Length on Grade to Length on Level				
	Design Speed of Acceleration Lane (mph)				
	20	30	40	50	All Speeds
	3.01% to 4.00% Upgrade				3.01% to 4.00% Downgrade
40	1.3	1.3	—	—	0.7
45	1.3	1.35	—	—	0.675
50	1.3	1.4	1.4	—	0.65
55	1.35	1.45	1.45	—	0.625
60	1.4	1.5	1.5	1.6	0.6
65	1.45	1.55	1.6	1.7	0.6
70	1.5	1.6	1.7	1.8	0.6
	4.01% to 6% Upgrade				4.01% to 6% Downgrade
40	1.5	1.5	—	—	0.6
45	1.5	1.6	—	—	0.575
50	1.5	1.7	1.9	—	0.55
55	1.6	1.8	2.05	—	0.525
60	1.7	1.9	2.2	2.5	0.5
65	1.85	2.05	2.4	2.75	0.5
70	2.0	2.2	2.6	3.0	0.5

**Notes:**

1. Where an acceleration lane is proposed on a grade greater than 3%, select a length of lane from Figure 36-2L and multiply that value by the ratio obtained from above to determine the design length on grade.
2. No adjustment is needed on grades 3% or less.
3. The "grade" in the table is the average grade measured over the distance for which the acceleration length applies.

**GRADE ADJUSTMENTS FOR ACCELERATION**  
**(Passenger Cars)**  
**(US Customary)**

**Figure 36-2M**



Design Speed of Highway (km/h)	Difference of Length on Grade to Length on Level					
	Design Speed of Acceleration Lane (km/h)					
	40	50	60	70	80	All Speeds
	3.01% to 4.00% Upgrade					3.01% to 4.00% Downgrade
60	1.3	1.4	1.4	—	—	0.7
70	1.3	1.4	1.4	1.5	—	0.65
80	1.4	1.5	1.5	1.5	1.6	0.65
90	1.4	1.5	1.5	1.5	1.6	0.6
100	1.5	1.6	1.7	1.7	1.8	0.6
110	1.5	1.6	1.7	1.7	1.8	0.6
	4.01% to 6% Upgrade					4.01% to 6% Downgrade
60	1.5	1.5	—	—	—	0.6
70	1.5	1.6	1.7	—	—	0.6
80	1.5	1.7	1.9	1.8	—	0.55
90	1.6	1.8	2.0	2.1	2.2	0.55
100	1.7	1.9	2.2	2.4	2.5	0.5
110	2.0	2.2	2.6	2.8	3.0	0.5

**Notes:**

1. Where an acceleration lane is proposed on a grade greater than 3%, select a length of lane from Figure 36-2L and multiply that value by the ratio obtained from above to determine the design length on grade.
2. No adjustment is needed on grades 3% or less.
3. The "grade" in the table is the average grade measured over the distance for which the acceleration length applies.

**GRADE ADJUSTMENTS FOR ACCELERATION  
(Passenger Cars)  
(Metric)**

**Figure 36-2M**

**36-2.04 Left-Turn Control Radii**

For left turns, the motorist generally has a guide at the beginning and end of the turn and an open intersection in middle. Therefore, the precise alignment of a two-centered or three-centered curve is generally not applicable. Simple curves are typically used for left-turn control radii. Occasionally, a two-centered curve may be desirable to accommodate the off-tracking of large vehicles provided the second curve has a larger radius.

The design values for left-turn control radii are usually a function of the design vehicle, angle of intersection, number of lanes, and median widths. For roadways intersecting at approximately 90°, radii of 50 ft to 80 ft (15 m to 24 m) should typically satisfy all controlling factors. If center divisional islands are present, select control radii so that the nose of each divisional island is no closer than 4 ft (1.2 m) nor greater than 10 ft (3.0 m) from the edge of the traveled way of the intersecting highway. The nose location is also affected by the selected nose radii. For additional guidance on median openings and median nose designs, see Section 36-4.04.

Left-turn control radii for dual-lane turning movements should be larger than those indicated for the single-lane design. See Section 36-3.05 for additional design details.

### **36-3 AUXILIARY TURN LANES**

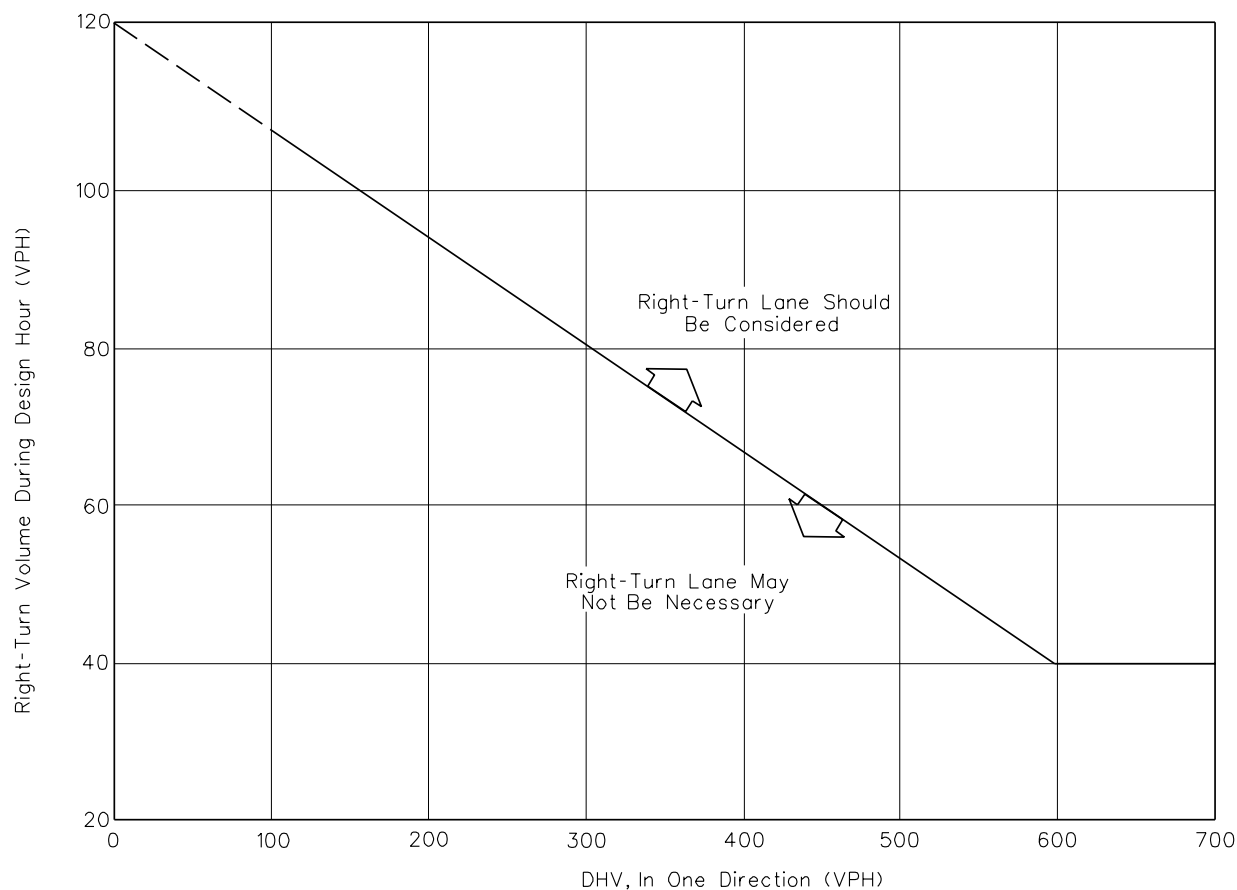
When turning maneuvers for left- and right-turning vehicles occur from the through travel lanes, it typically disrupts the flow of through traffic. This is especially true on high-volume highways. To minimize potential conflicts and to improve the level of service and safety, the use of turn lanes may be warranted for intersections.

#### **36-3.01 Turn Lane Guidelines**

##### **36-3.01(a) Right-Turn Lanes**

The use of right-turn lanes at intersections can significantly improve operations. Consider using an exclusive right-turn lane:

- at any unsignalized intersection on a two-lane urban or rural highway which satisfies the criteria in Figure 36-3A;
- at any unsignalized intersection on a high-speed, four-lane urban or rural highway which satisfies the criteria in Figure 36-3B;
- on expressways at all public road intersections where the current ADT on the side road is greater than 250;
- at any intersection where a capacity analysis determines a right-turn lane is necessary to meet the level-of-service criteria;
- at any signalized intersections where the right-turning volume is greater than 150 vph and where there is greater than 300 vphpl on the mainline;
- for uniformity of intersection design along the highway if other intersections have right-turn lanes;
- at any intersection where the mainline is curved to the left and where the mainline curve requires superelevation;
- at railroad crossings where the railroad is located close to the intersection and a right-turn lane would be desirable to efficiently move through traffic on the parallel roadway; or
- at any intersection where the crash experience, existing traffic operations, sight distance restrictions (e.g., intersection beyond a crest vertical curve), or engineering judgment indicates a significant conflict related to right-turning vehicles.



**Note:** For highways with a design speed below 50 mph (80 km/h), with a DHV in one direction of less than 300, and where right turns are greater than 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

### Example

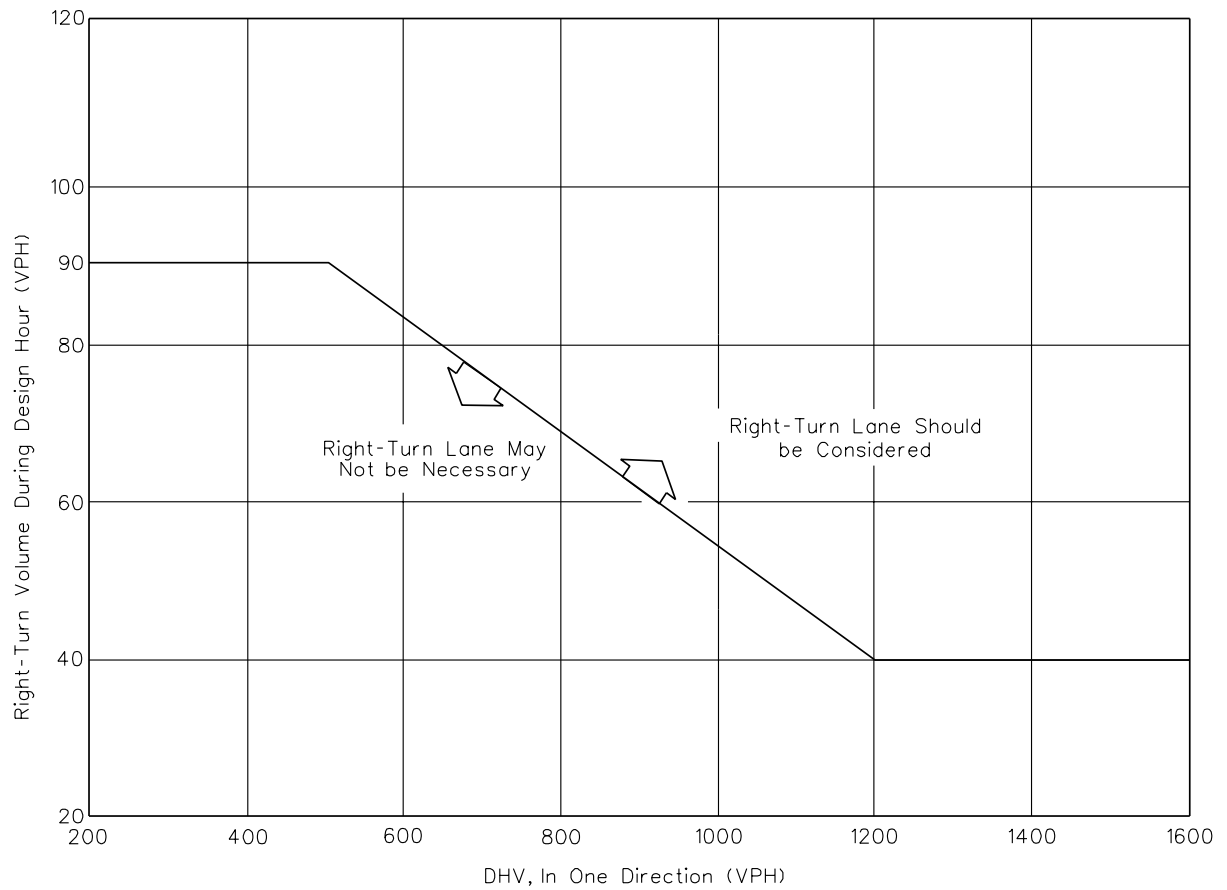
Given:      Design Speed                      =      35 mph (60 km/h)  
              DHV (in one direction)        =      250 vph  
              Right Turns                         =      100 vph

Problem:      Determine if a right-turn lane is warranted.

Solution:      To read the vertical axis, use  $100 - 20 = 80$  vph. The figure indicates that right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

## **GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS**

**Figure 36-3A**



*Note: For speeds less than 50 mph (80 km/h), see Section 36-3.01(a).*

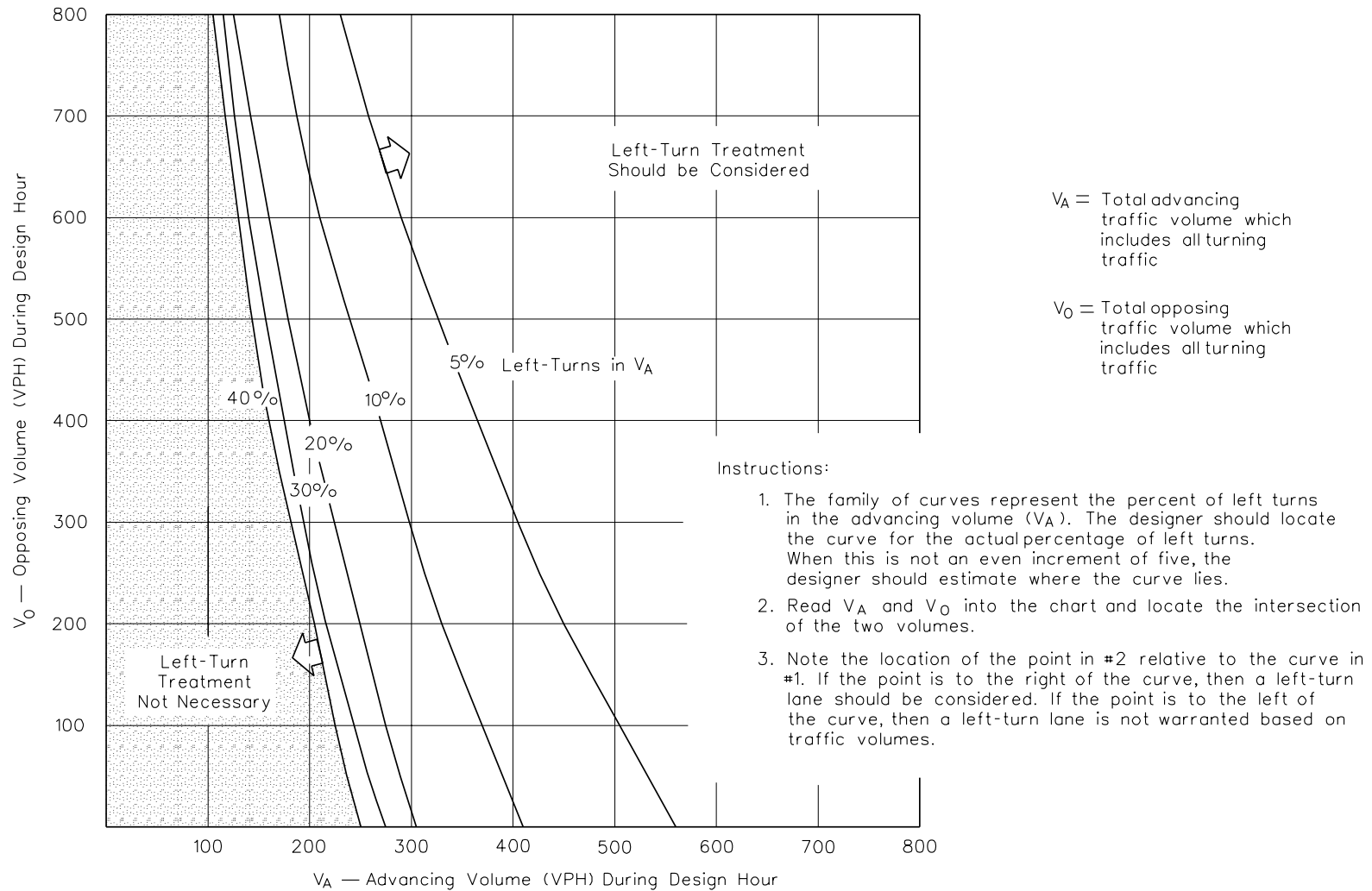
**GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTION  
ON FOUR-LANE HIGHWAYS  
(Design Speed of 50 mph (80 km/h) or Greater)**

**Figure 36-3B**

**36-3.01(b) Left-Turn Lanes**

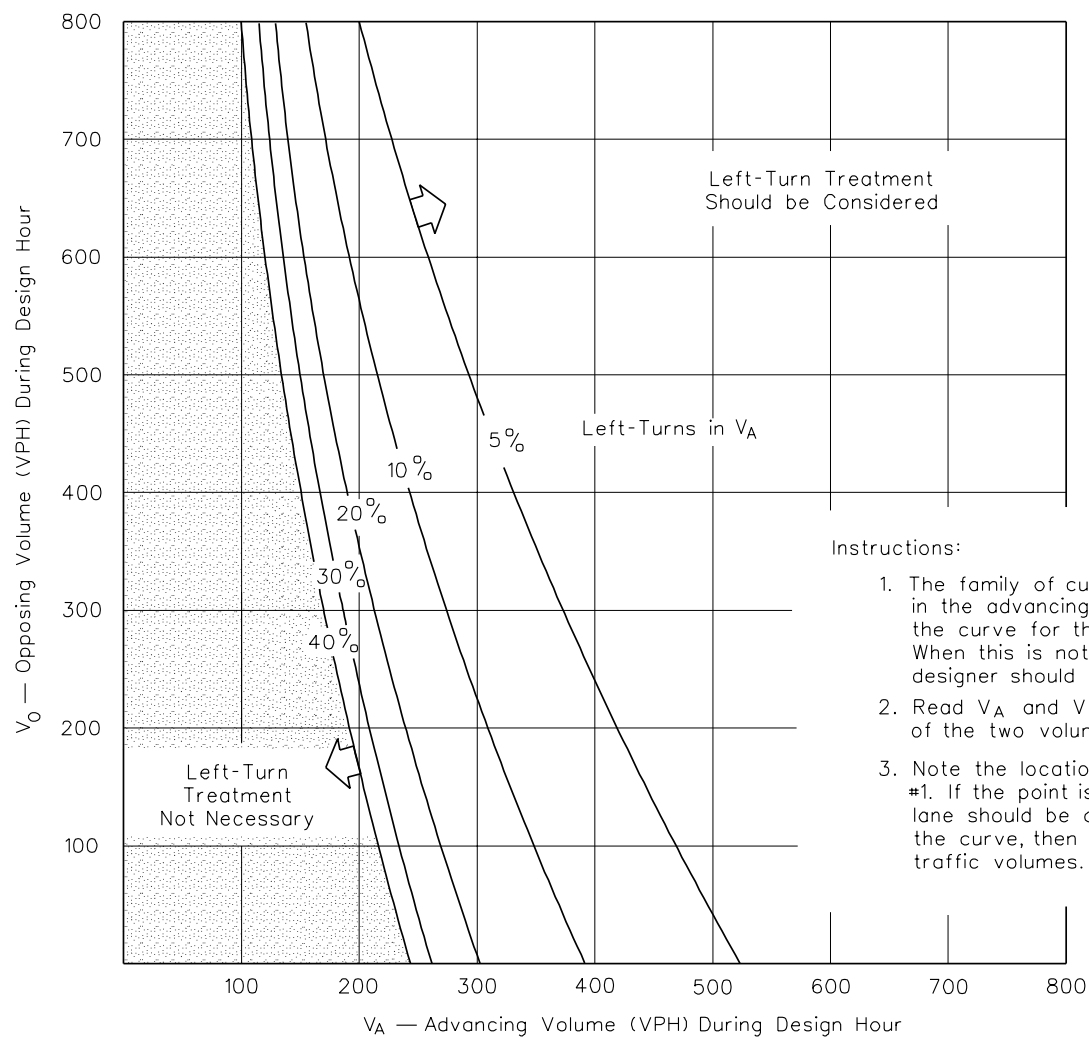
The accommodation of left turns is often the critical factor in proper intersection design. Left-turn lanes can significantly improve both the level of service and intersection safety. Always use an exclusive left-turn lane at all intersections on divided urban and rural highways with a median wide enough to accommodate a left-turn lane, regardless of traffic volumes. Consider using an exclusive left-turn lane for the following:

- at any unsignalized intersection on a two-lane urban or rural highway which satisfies the criteria in Figures 36-3C, D, E, F, or G;
- at any signalized intersection where the left-turning volume is equal to or greater than 75 vph for a single turn lane or 300 vph for a dual turn lane;
- any intersection where a capacity analysis determines a left-turn lane is necessary to meet the level-of-service criteria, including dual left-turn lanes;
- for uniformity of intersection design along the highway if other intersections have left-turn lanes (i.e., to satisfy driver expectancy); or
- | • any intersection where the crash experience, traffic operations, sight distance restrictions (e.g., intersection beyond a crest vertical curve), or engineering judgment indicates a significant conflict related to left-turning vehicles.



**VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (60 mph Design Speed)**

**Figure 36-3C**



$V_A$  = Total advancing traffic volume which includes all turning traffic

$V_O$  = Total opposing traffic volume which includes all turning traffic

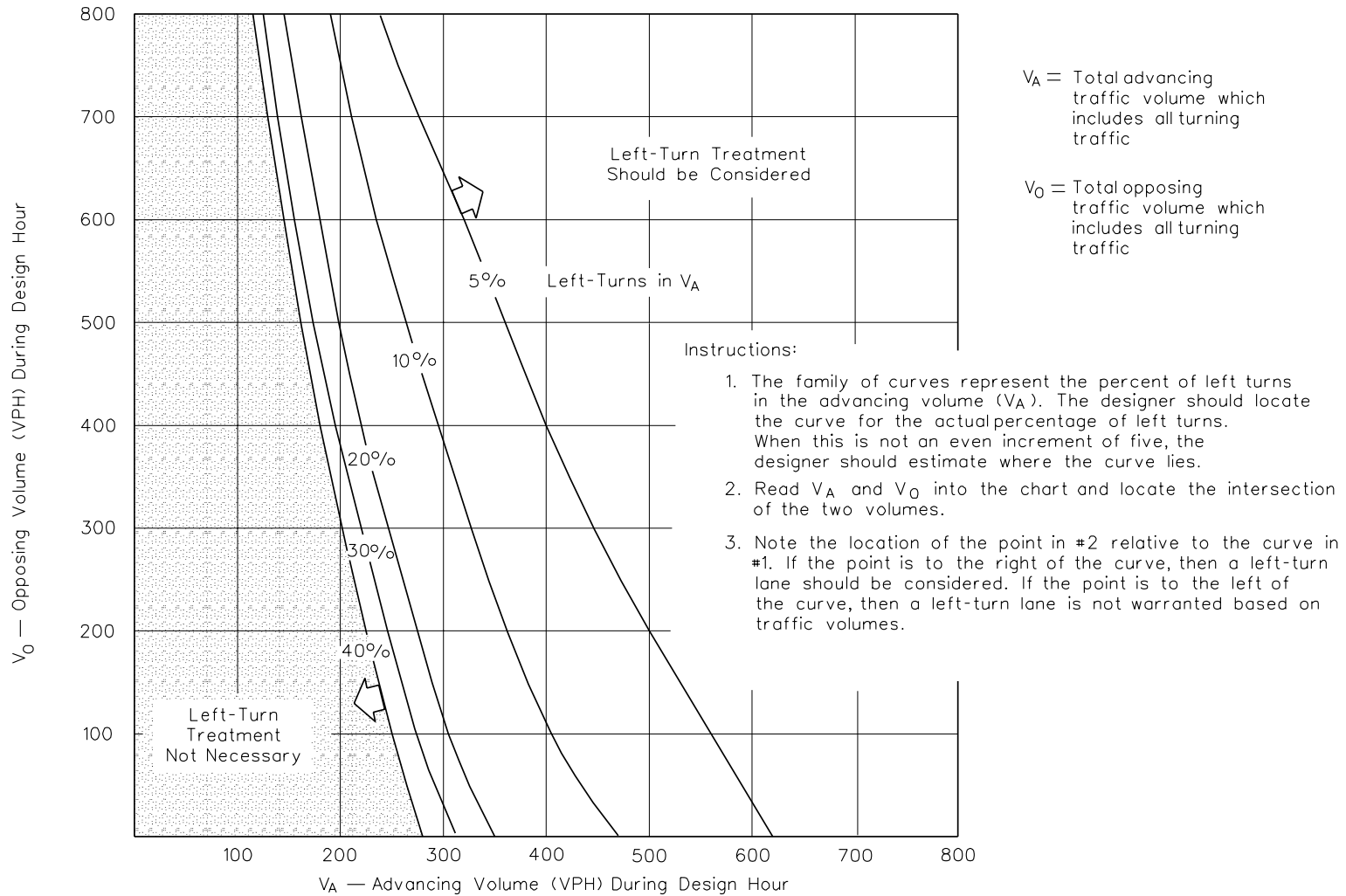
#### Instructions:

1. The family of curves represent the percent of left turns in the advancing volume ( $V_A$ ). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of five, the designer should estimate where the curve lies.
2. Read  $V_A$  and  $V_O$  into the chart and locate the intersection of the two volumes.
3. Note the location of the point in #2 relative to the curve in #1. If the point is to the right of the curve, then a left-turn lane should be considered. If the point is to the left of the curve, then a left-turn lane is not warranted based on traffic volumes.

### VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (100 km/h Design Speed)

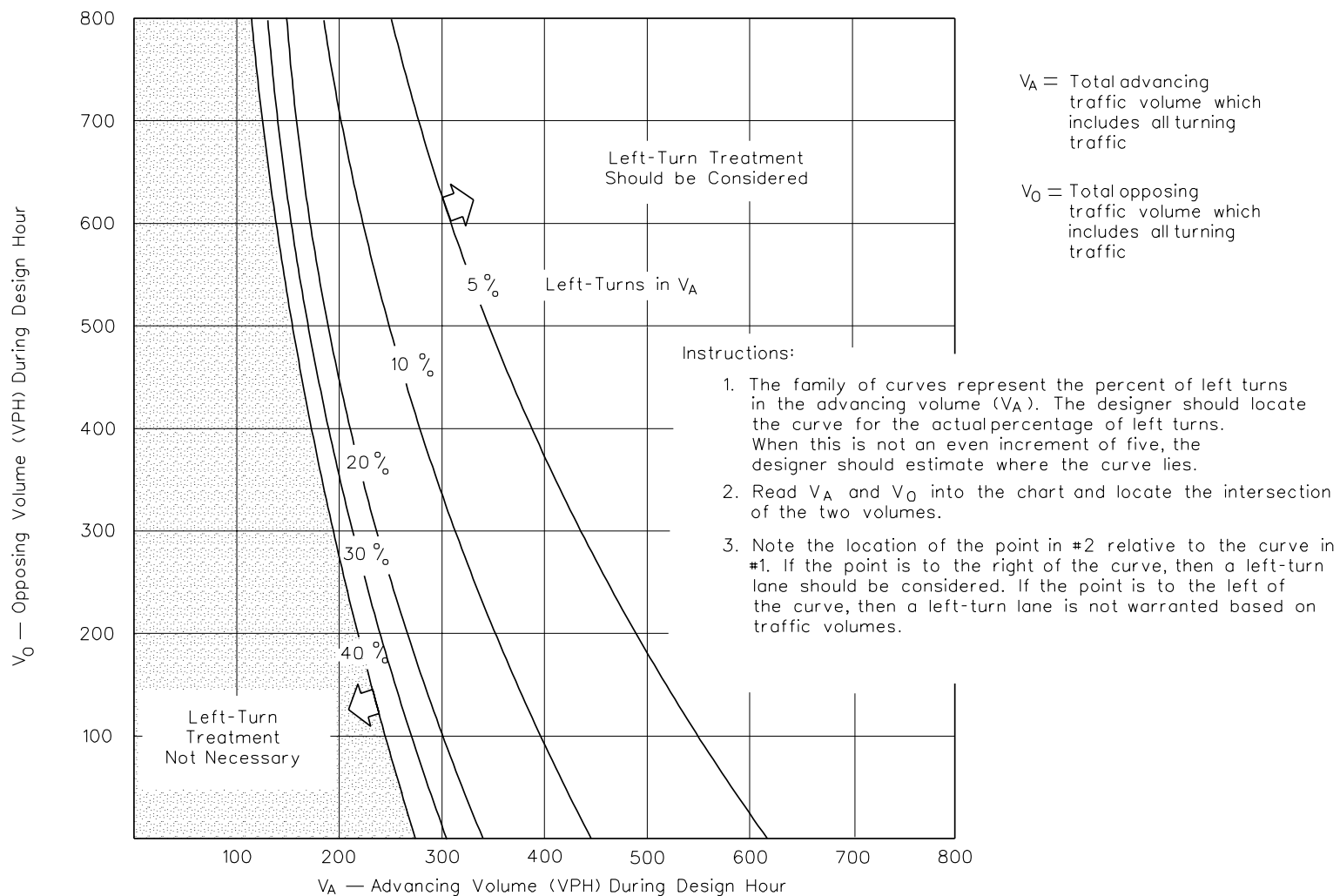
Figure 36-3C





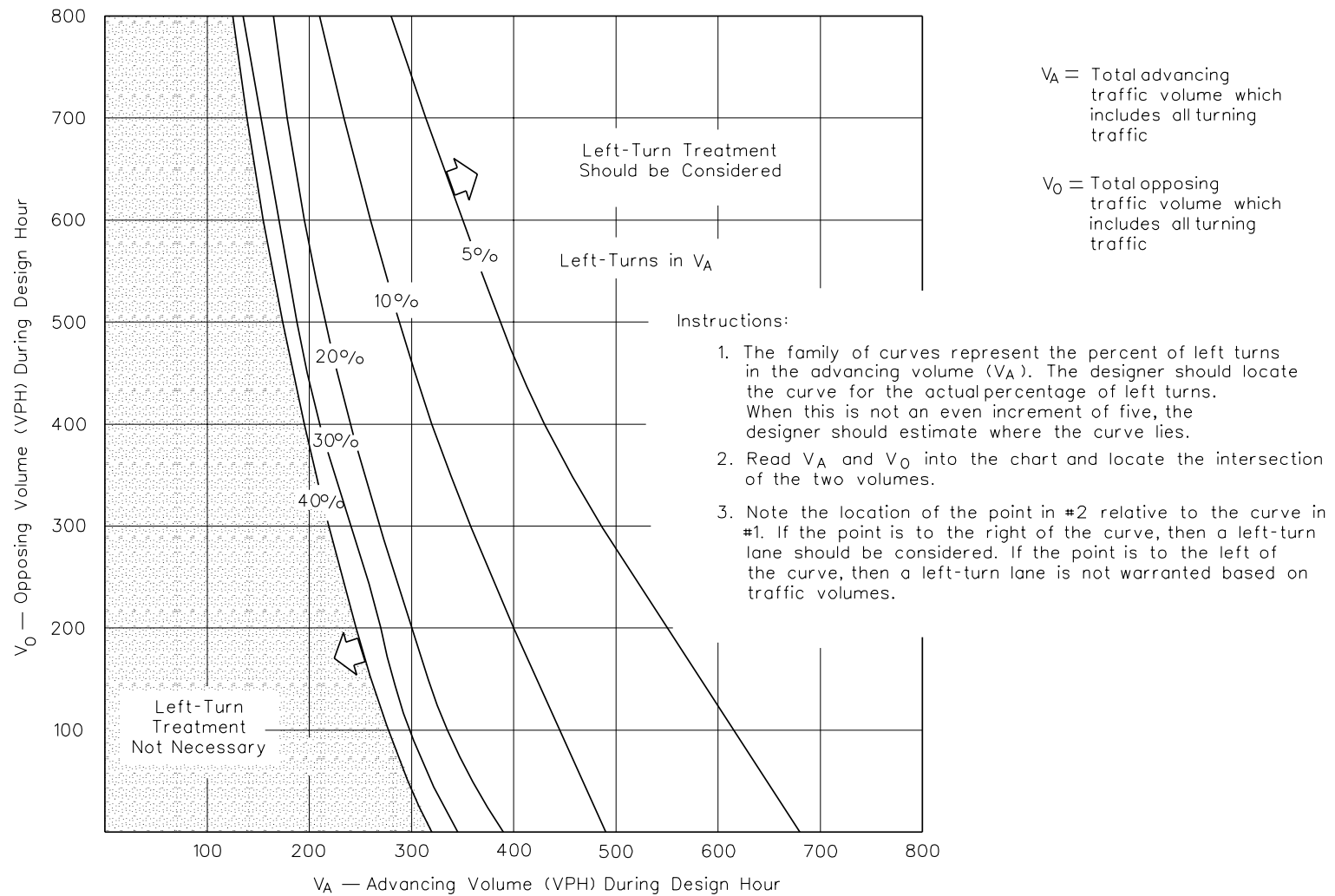
**VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (55 mph Design Speed)**

**Figure 36-3D**



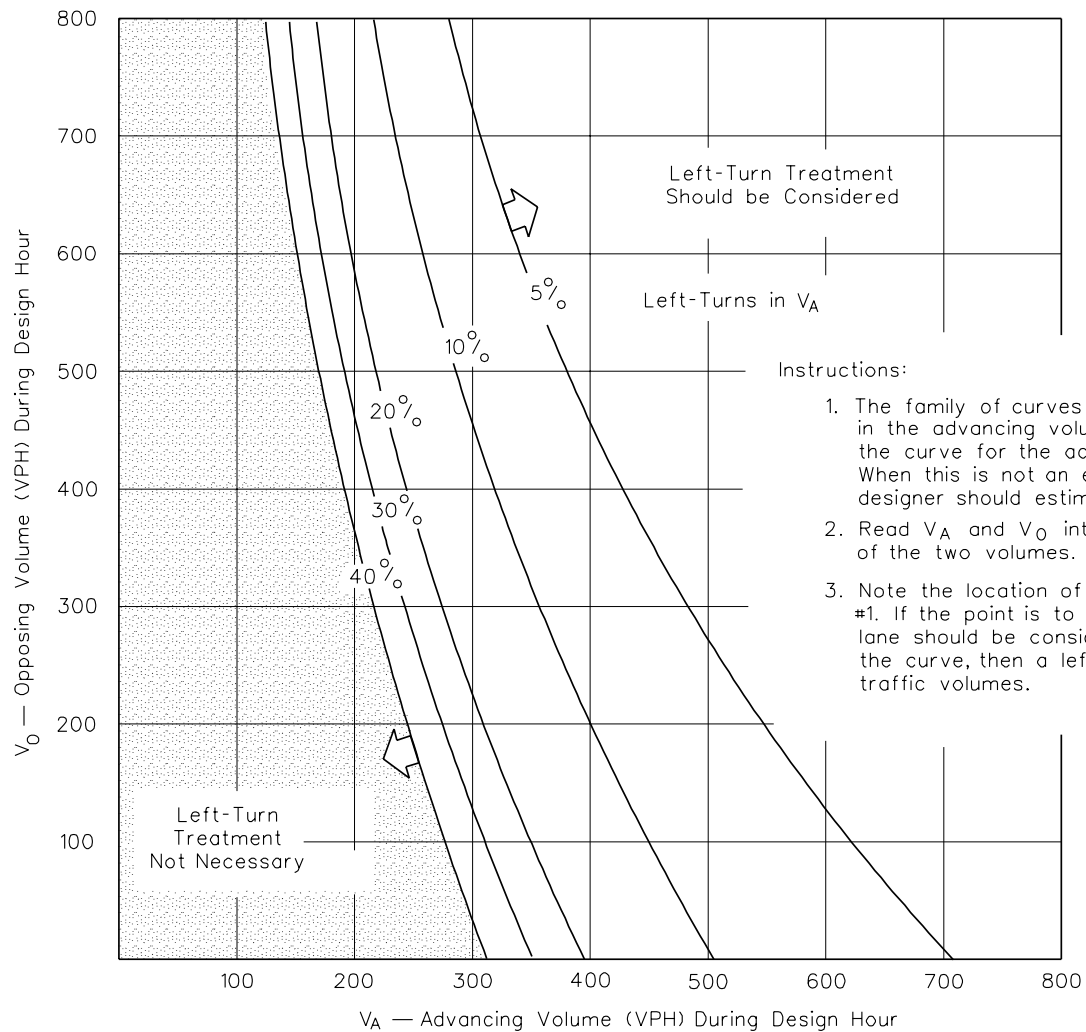
**VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (90 km/h Design Speed)**

**Figure 36-3D**



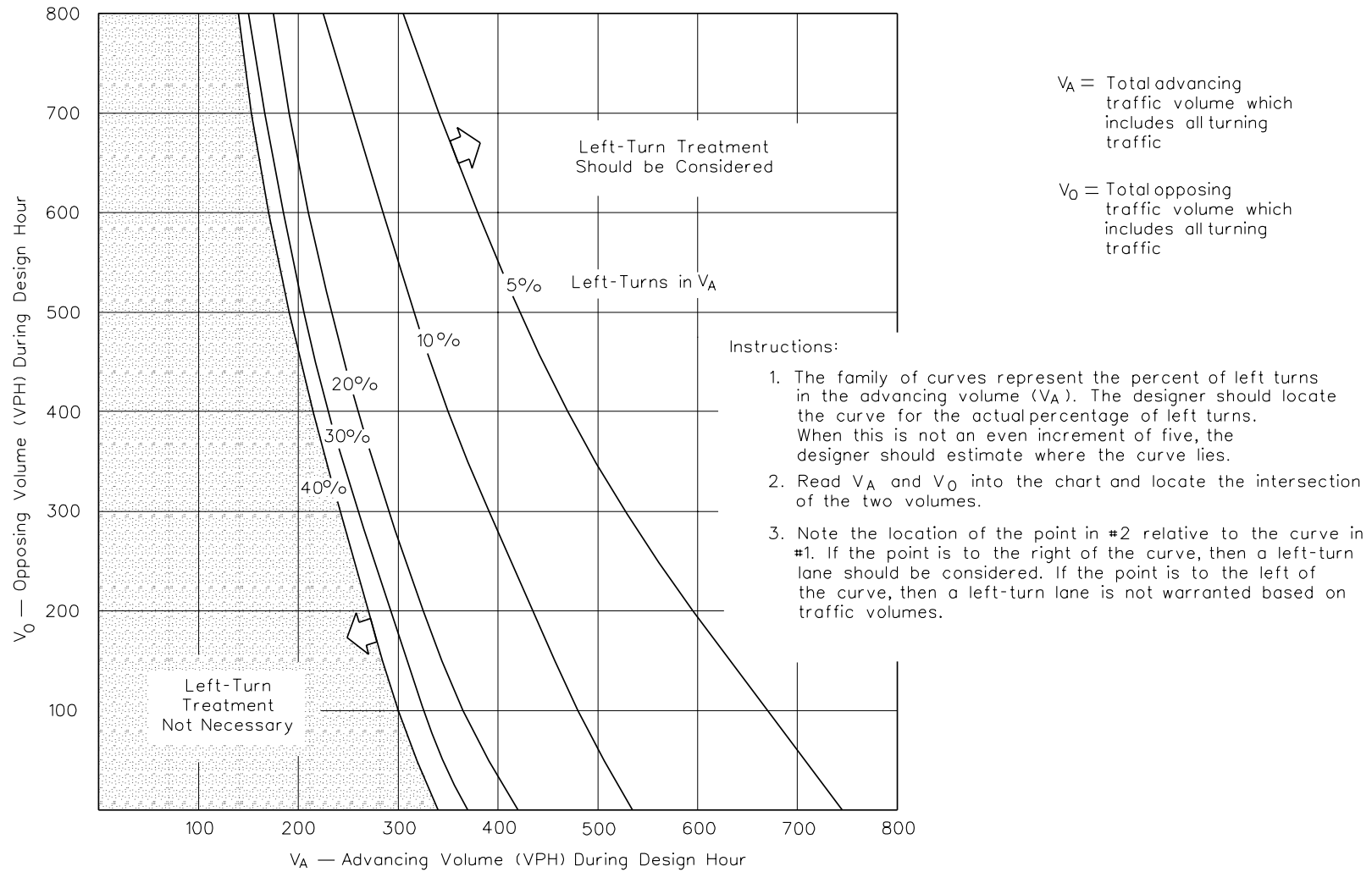
**VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (50 mph Design Speed)**

**Figure 36-3E**



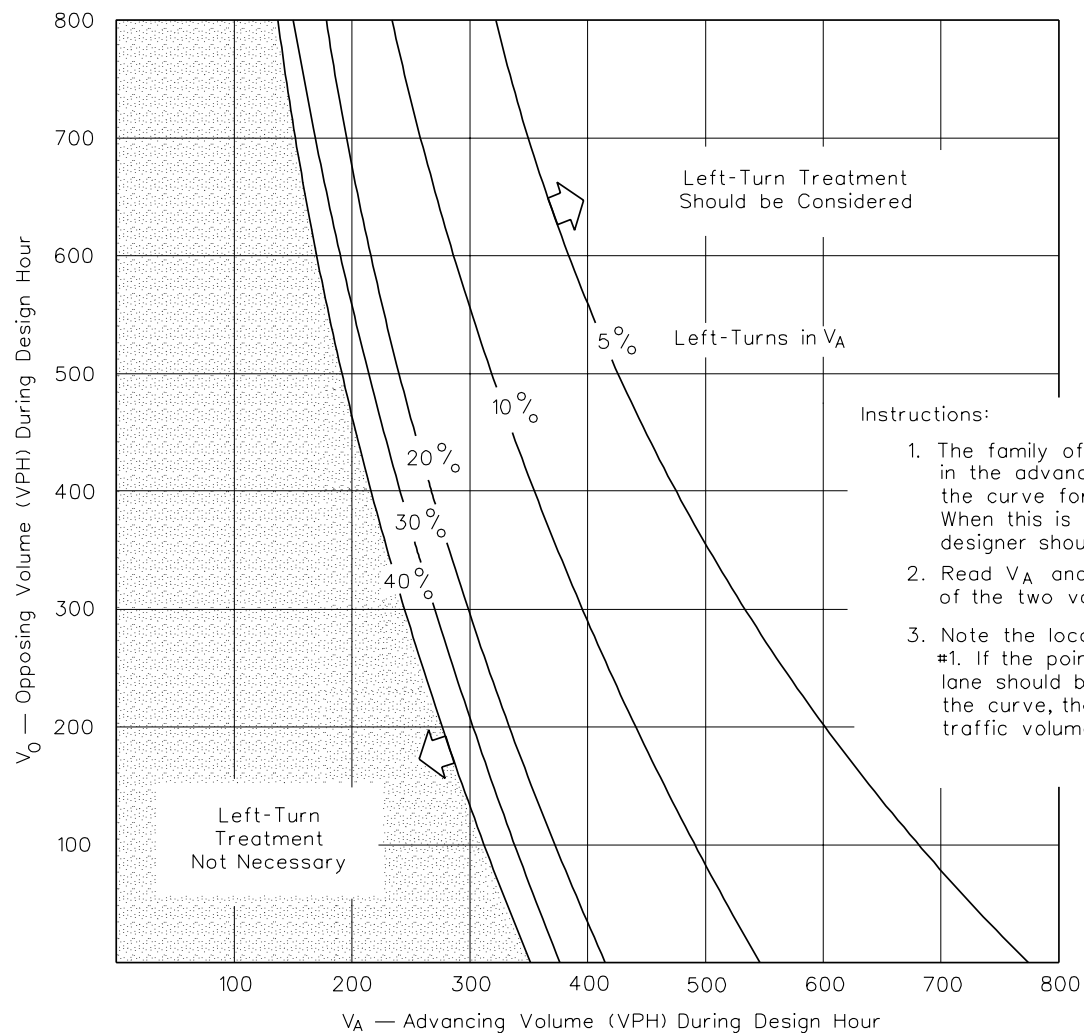
**VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (80 km/h Design Speed)**

**Figure 36-3E**



**VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (45 mph Design Speed)**

**Figure 36-3F**



$V_A$  = Total advancing traffic volume which includes all turning traffic

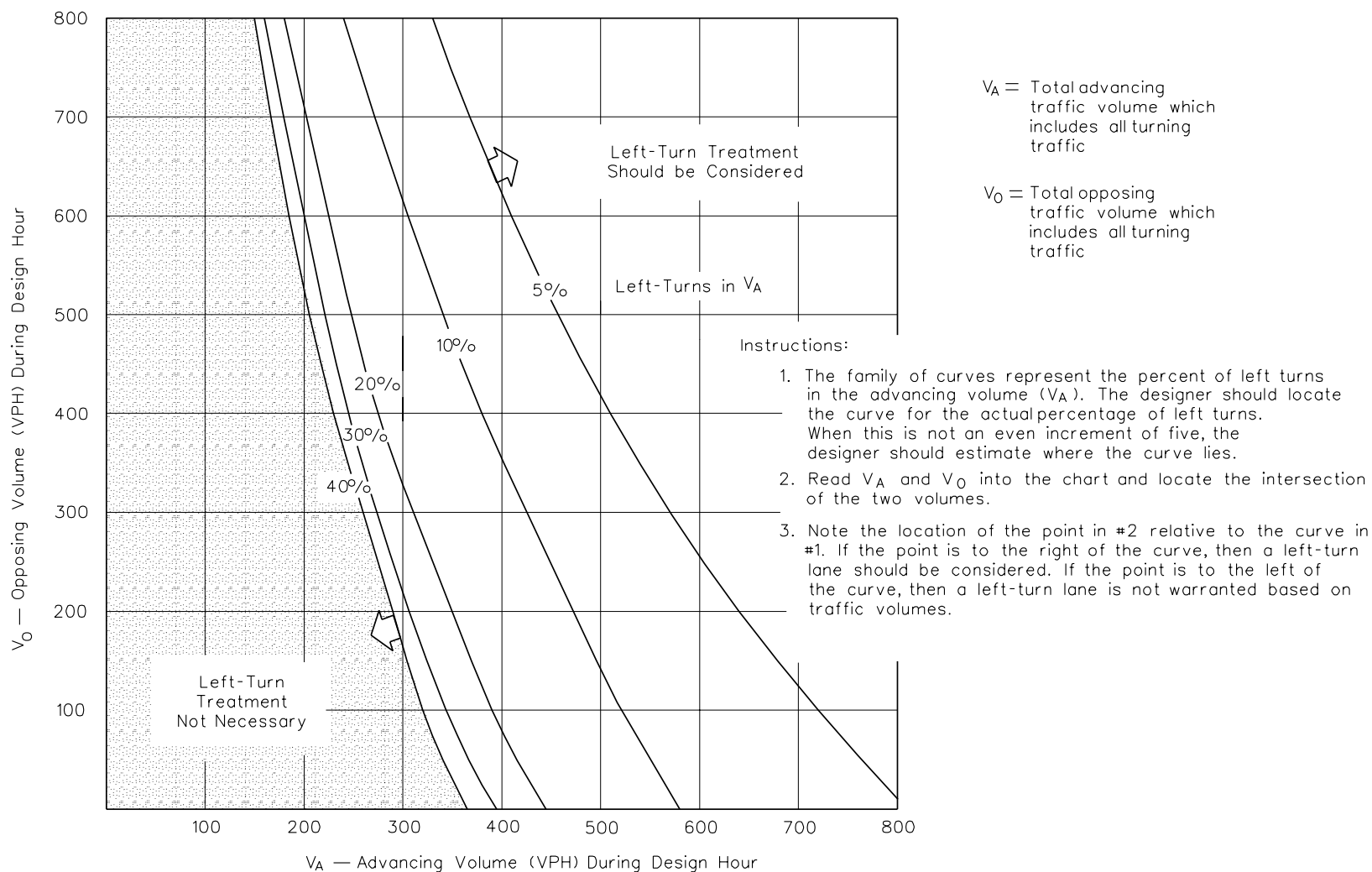
$V_O$  = Total opposing traffic volume which includes all turning traffic

Instructions:

1. The family of curves represent the percent of left turns in the advancing volume ( $V_A$ ). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of five, the designer should estimate where the curve lies.
2. Read  $V_A$  and  $V_O$  into the chart and locate the intersection of the two volumes.
3. Note the location of the point in #2 relative to the curve in #1. If the point is to the right of the curve, then a left-turn lane should be considered. If the point is to the left of the curve, then a left-turn lane is not warranted based on traffic volumes.

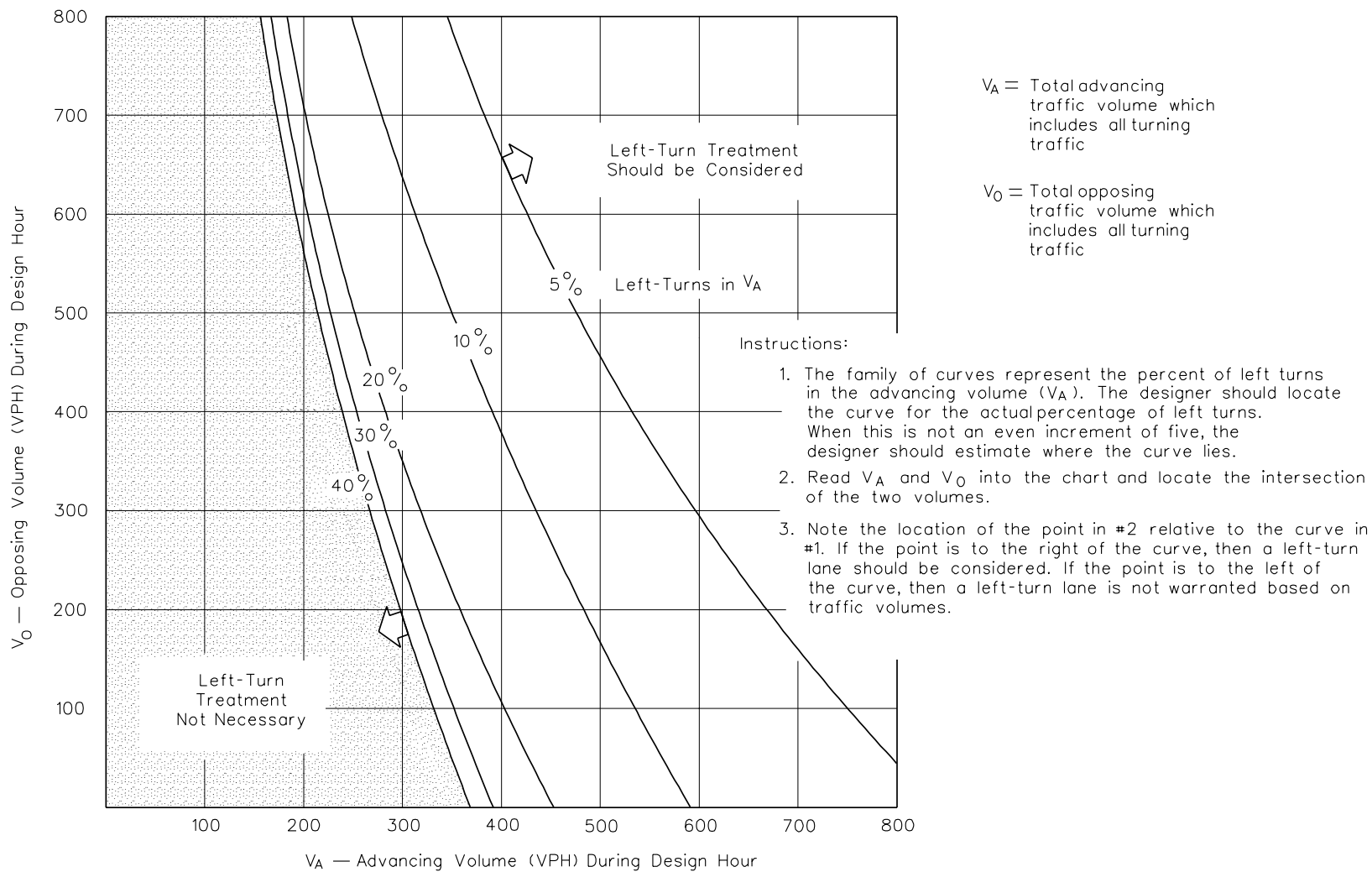
**VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (70 km/h Design Speed)**

**Figure 36-3F**



**VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph Design Speed)**

**Figure 36-3G**



**VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (60 km/h Design Speed)**

**Figure 36-3G**



### **36-3.02 Design of Turn Lanes**

#### **36-3.02(a) Turn Lane Widths**

The width of the turn lane should be determined relative to the functional class, urban/rural location, and project scope of work (new construction, reconstruction, 3R). Part V, Design of Highway Types, of the *BDE Manual* presents the applicable widths for auxiliary lanes based on these criteria. Desirably, turn-lane widths should be 12 ft (3.6 m) or a minimum of 11 ft (3.3 m). The geometric design tables in Part V also provide criteria for the applicable shoulder widths adjacent to auxiliary lanes. In general, the minimum shoulder widths adjacent to a turn lane with shoulders should be 4 ft (1.2 m). For curbed sections, the minimum width of the gutter adjacent to the turn lane should be 6 in to 2 ft (150 mm to 600 mm).

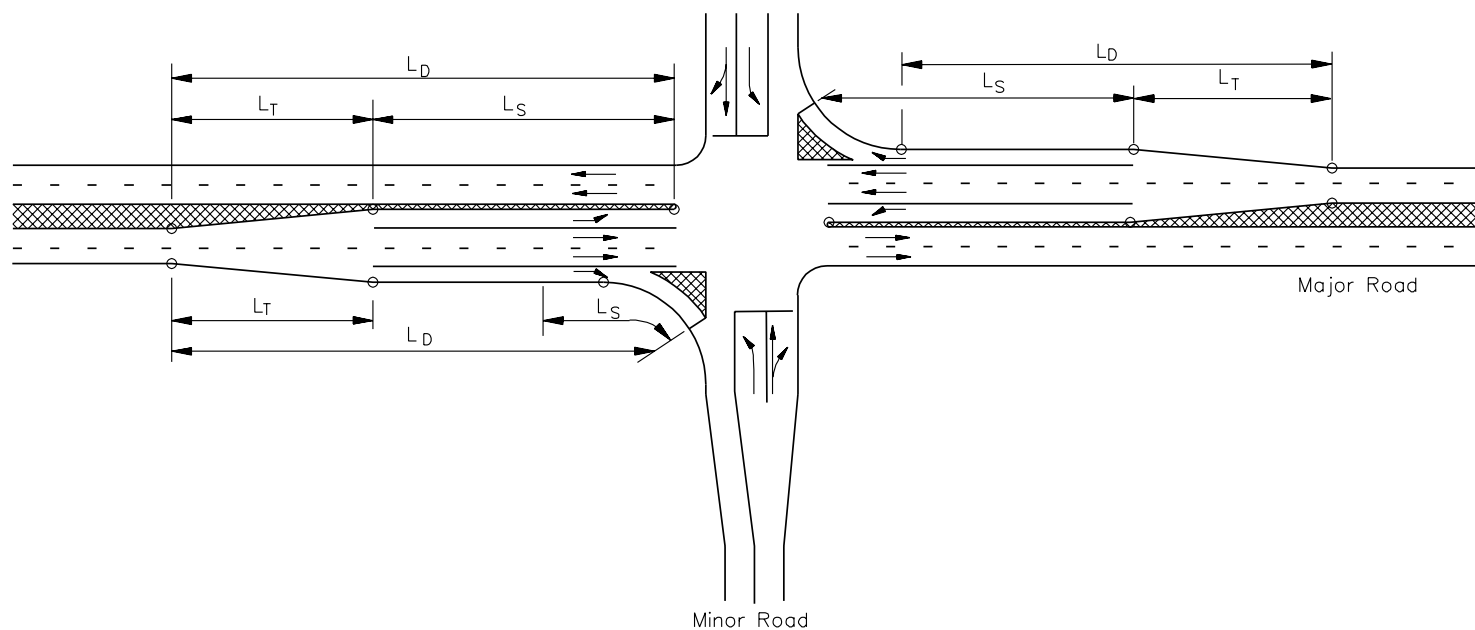
#### **36-3.02(b) Turn Lane Lengths**

Desirably, the length of a right- or left-turn lane at an intersection should allow for both safe vehicular deceleration and storage of turning vehicles outside of the through lanes. However, this is often not practical. The length of auxiliary lanes will be determined by a combination of its taper length ( $L_T$ ), deceleration length ( $L_D$ ), and storage length ( $L_S$ ). For urban areas, the functional length will be the taper length plus the storage length, or the deceleration length which includes the taper length, whichever is larger. For rural areas, typically the functional length will be the deceleration length that includes the taper length. In most high-speed, low-volume rural situations, the storage length will not be a controlling factor. Figure 36-3H illustrates a schematic of auxiliary lanes at an intersection.

The following discusses IDOT criteria for turn lane lengths:

1. Taper. The entrance taper into the turn lane may be either a straight or a reverse curve taper. Always use the straight taper across bridges for ease of construction. Figure 36-3I provides the recommended taper rates for a straight and reverse curve tapers. Where the highway is on a curved alignment, the taper of the turn lane should be more pronounced than usual to ensure that the through motorists are not inadvertently directed into the turn lane. This is accomplished by shortening the taper length. Where the entrance taper is shortened, ensure that the overall deceleration distance from Figure 36-3I is still provided for the turn lane.
2. Deceleration. For rural facilities, the deceleration distance ( $L_D$ ) should meet the criteria presented in Figure 36-3I. The following will apply:
  - a. Design Speed. The deceleration length will depend upon the mainline design speed and the proposed type of operation at the end of the turn lane. These design speeds are provided in the geometric design tables in Part V, Design of Highway Types.

36-3(16)



*Note: The schematic of the major road (free flowing) also applies to all legs of a signalized intersection.*

**Key:**  $L_T$  = Taper length  
 $L_D$  = Deceleration length  
 $L_S$  = Storage length

See Section 36-3.02(b) for additional guidance.

### TYPICAL AUXILIARY LANES AT AN INTERSECTION

Figure 36-3H

US Customary											
Design Speed of Highway (mph)	Assumed Running Speed (mph) <sup>(1)</sup>	Length of Taper (ft)	Stop Condition	Speed Reduced to (mph)							
				15	20	25	30	35	40	45	50
				Total Length of Deceleration Lane Including Taper Length (ft)							
30	28	135	235	200	170	140	—	—	—	—	—
35	32	155	280	250	210	185	150	—	—	—	—
40	36	175	320	295	265	235	185	155	—	—	—
45	40	200	385	350	325	295	250	220	—	—	—
50	44	220	435	405	385	355	315	285	225	175	—
55	48	240	480	455	440	410	380	350	285	235	—
60	52	265	530	500	480	460	430	405	350	300	240
65	55	285	570	540	520	500	470	440	390	340	280
70	58	310	615	590	570	550	520	490	440	390	340
Metric											
Design Speed of Highway (km/h)	Assumed Running Speed (km/h) <sup>(1)</sup>	Length of Taper (m)	Stop Condition	Speed Reduced to (km/h)							
				20	30	40	50	60	70	80	
				Total Length of Deceleration Lane Including Taper Length (m)							
50	47	45	75	70	60	45	—	—	—	—	—
60	55	50	95	90	80	65	55	—	—	—	—
70	63	60	110	105	95	85	70	55	—	—	—
80	70	70	130	125	115	100	90	80	55	—	—
90	77	75	145	140	135	120	110	100	75	60	—
100	85	85	170	165	155	145	135	120	100	85	—
110	91	90	180	180	170	160	150	140	120	105	—

Grade Adjustment Factors <sup>(2)</sup>			
Downgrade			
6.00% to 5.00%	4.99% to 4.00%	3.99% to 3.01%	3.00% to 0%
1.35	1.28	1.20	1.00
Upgrade			
0% to 3.00%	3.01% to 3.99%	4.00% to 4.99%	5.00% to 6.00%
1.00	0.90	0.85	0.80

(1) Average running speed assumed for calculations.

(2) Ratio from this table multiplied by the length provided above will yield the total deceleration length adjusted for grade. Adjustment factors apply to all design speeds and are added to the tangent or storage length.

### DECELERATION DISTANCES FOR TURNING LANES

Figure 36-31

- b. Location. The deceleration distance includes the taper lengths. For left turns, the deceleration distance is usually measured beginning at the end of the left-turn control radii. For right turns, the deceleration distance may be set at either one of two locations; see Figure 36-3H. At intersections with minor public roads (e.g., frontage roads, service drives, local roads with current ADT volumes less than 1500), a design speed of 50 mph (80 km/h) may be used to determine the deceleration length.
  - c. Grades. Where grades are greater than 3%, adjust the deceleration distance using the factors in Figure 36-3I.
  - d. Urban. These distances are desirable on urban facilities; however, this is not always feasible. Under restricted urban conditions, deceleration may have to be accomplished entirely within the travel lane. For these cases, the length of full-width turn lane will be based solely on providing adequate vehicular storage (i.e.,  $L_D = 0.0$  ft (0.0 m)).
  - e. Trucks. Where it is determined that a turn lane will be used by a large number of trucks, increase the length of the deceleration distance by approximately 30%. This will compensate for the braking constraints of large trucks.
3. Storage Length (Signalized Intersections). The storage length ( $L_S$ ) for turn lanes should be sufficient to store the number of vehicles likely to accumulate in a signal cycle during the design hour. The designer should consider the following in determining the recommended storage lengths for signalized intersections:
- a. Determine the distance using the criteria for signalized intersections in the *Highway Capacity Manual* or use the following formula:

$$\text{Storage Length (ft)} = \frac{(1-G/C)(DHV)(1 + \frac{\% \text{trucks}}{100})(2 \times 25)}{(\# \text{ cycles per hour})(\# \text{ traffic lanes})} \quad (\text{US Customary})$$

$$\text{Storage Length (m)} = \frac{(1-G/C)(DHV)(1 + \frac{\% \text{trucks}}{100})(2 \times 7.5)}{(\# \text{ cycles per hour})(\# \text{ traffic lanes})} \quad (\text{Metric})$$

Where:

G	=	green time (secs)
C	=	cycle length (secs)
DHV	=	Design Hourly Volume (vph) for turn lane

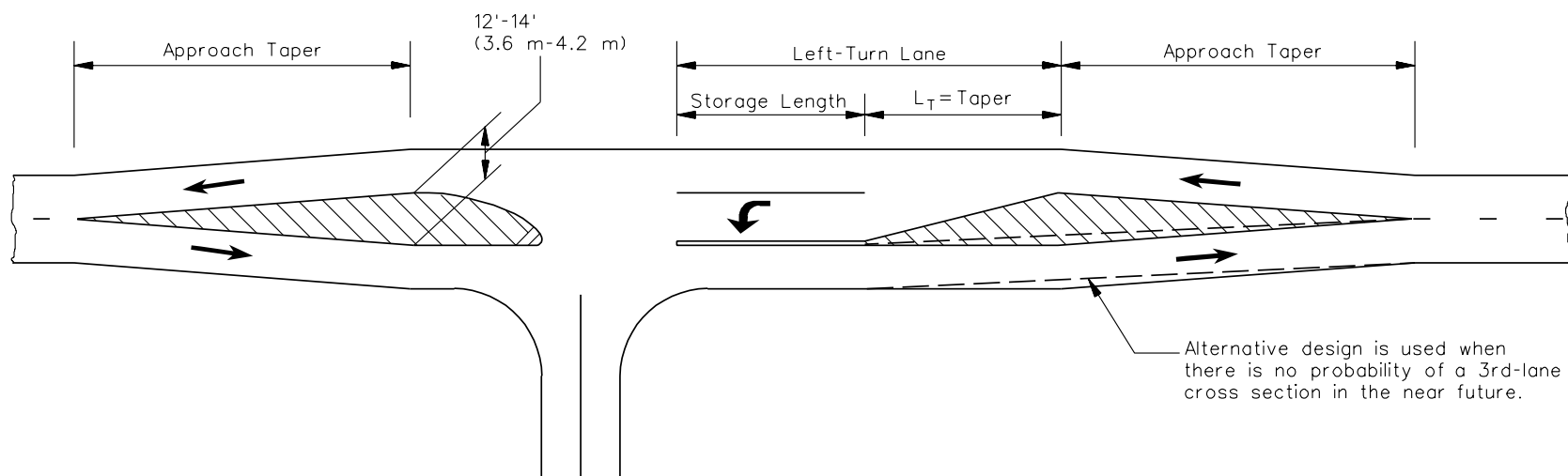
- b. Where right-turns-on-red are permitted or where separate right-turn signal phases are provided, the length of the right-turn lane may be reduced due to less accumulation of turning vehicles. The storage length ( $L_s$ ) needed for a separate right-turn lane is measured from the stop bar for the right-turning roadway; see Figure 36-3H.
  - c. At signalized intersections, the designer should also consider that entry into right- and left-turn lanes may be blocked by the signal storage needs of the adjacent through lanes. If this occurs, provide longer lengths of turn lanes.
- 4. Storage Length (Unsignalized Intersections). To determine the minimum storage length for unsignalized intersections, assume that the intersection is signalized with a two-phase signal using a 40- to 60-second cycle length. Then use the *Highway Capacity Manual* to determine the expected storage length.
  - 5. Minimum Turn Lane Length. With safety improvement or 3R type projects, the full width length of the right- or left-turn lanes may be 115 ft (35 m) plus the taper length.

### **36-3.03 Left-Turn Lane Designs**

#### **36-3.03(a) General Criteria**

In addition to the criteria for left-turn lane widths and lengths discussed in Section 36-3.02, the designer should consider the following general criteria:

- 1. Transition Areas. Do not locate left-turn lanes within any portion of a channelized approach island which is transitional in width.
- 2. Taper Design. Figures 36-3H, 36-3J, and 36-3K illustrate the use of a straight-line taper. Figure 36-3L illustrates the use of reverse curves for an entrance taper.
- 3. Offset Turn Lanes. Providing an offset design ensures that opposing left-turning motorists can see past one another to view oncoming through traffic. Offset left-turn lanes can be either a parallel or tapered type.
- 4. Indirect Turns. Where operational or safety concerns preclude the use of typical left-turn lanes, the designer may consider the use of indirect left turns or jughandles which cross the mainline or intersect the crossroad at a different location. Because these require special consideration and treatment, they must be developed in consultation with BDE.

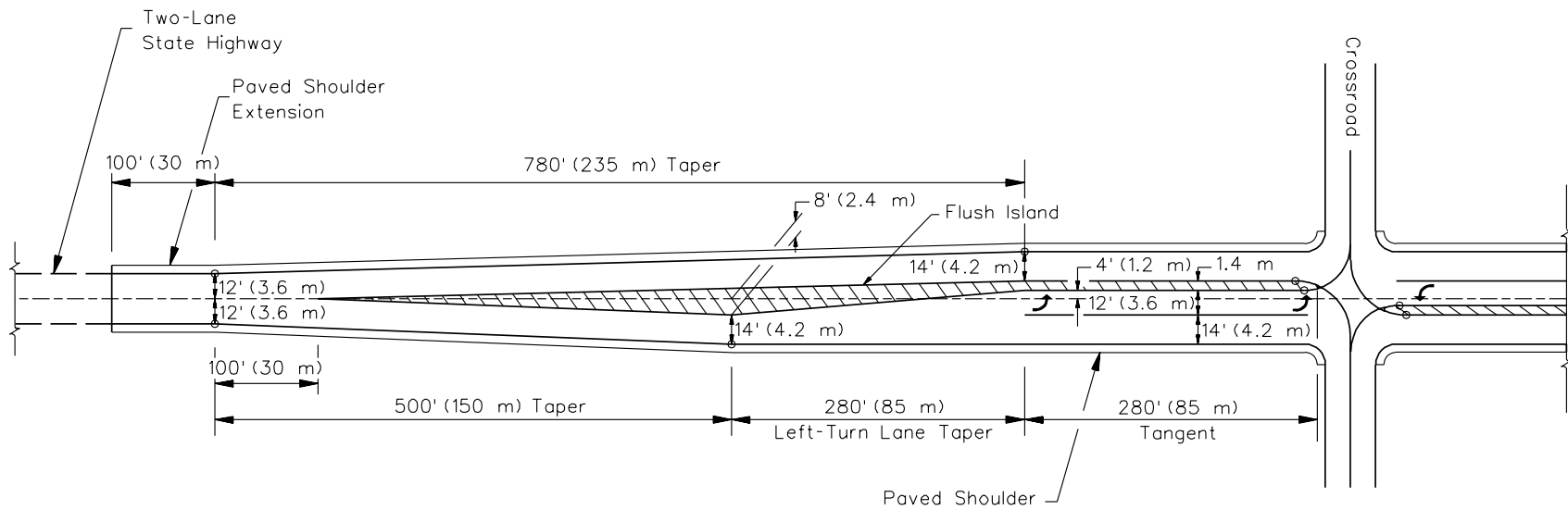


APPROACH TAPER RATES FOR FLUSH CHANNELIZATION					
Present Posted Speed (mph)	Design Speed	Approach Taper Rates		Left-Turn Lane	
		Widening on Both Sides	Widening All on One Side	Taper Rate	Storage Length*
≥50	50 mph (80 km/h)	50:1	40:1	15:1	115 ft (35 m)
45	45 mph (70 km/h)	45:1	35:1	13:1	115 ft (35 m)
40/35	40 mph (60 km/h)	40:1	30:1	11:1	115 ft (35 m)
≤30	30 mph (50 km/h)	35:1	25:1	9:1	115 ft (35 m)

\* Storage lengths may be increased if necessary.

**FLUSH CHANNELIZED ISLANDS AT ISOLATED RURAL OR URBAN INTERSECTIONS  
(Safety Improvement or 3R Projects)**

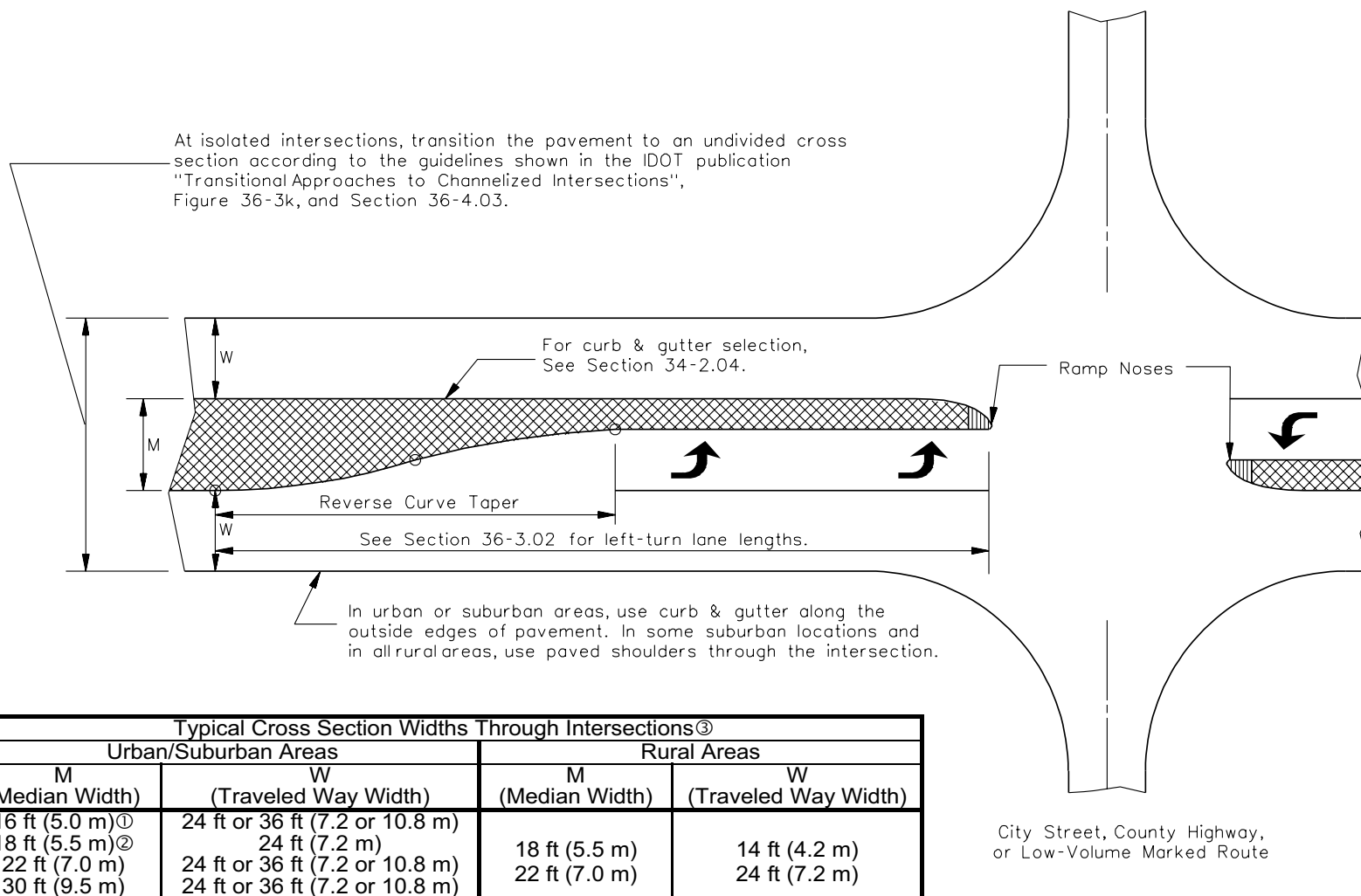
**Figure 36-3J**



*Note: Paved shoulders through the intersection area should be a minimum of 4 ft (1.2 m) wide.*

**FLUSH CHANNELIZED ISLANDS AT AN ISOLATED, HIGH-SPEED RURAL INTERSECTION |**  
**(New Construction/Reconstruction Projects)**

**Figure 36-3K**



**Notes:**

- ① This width of curbed median usually is used on city streets where a traversable median is desired between intersections.
- ② Generally, this width of raised-curb median should not be used on city streets with unsignalized intersections and median crossovers.
- ③ For additional guidance on median and traveled way widths, see the geometric design tables in Part V, Design of Highway Types.

**RAISED-CURB CHANNELIZED INTERSECTION  
(Parallel Left-Turn Lane)**

**Figure 36-3L**

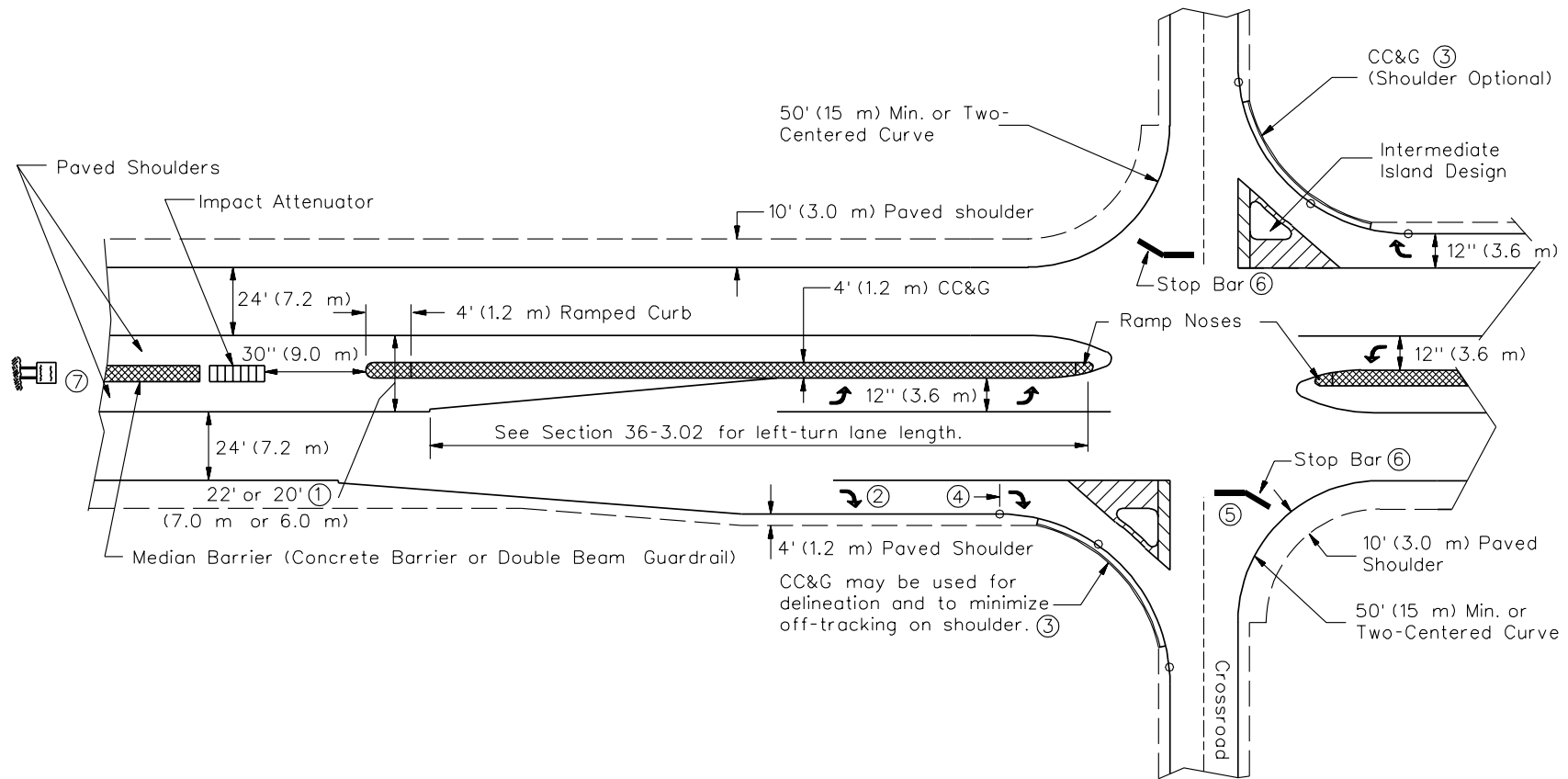


5. Opposing Left-Turning Traffic. If simultaneous and opposing left-turn lanes are proposed, the designer must ensure that there is sufficient space for all turning movements. Desirably, the separation between pavement markings should be 10 ft (3 m). If space is unavailable, it will be necessary to alter the signal phasing to allow the two directions of turning traffic to move through the intersection on separate phases. See Section 36-3.05 for additional guidance.

### **36-3.03(b) Parallel Left-Turn Lanes Without Offset**

Figures 36-3J through 36-3N and the following provide the design criteria for left-turn lanes that are adjacent and parallel to the through traveled way and are not offset:

1. Two-Lane Facilities. For safety improvements and 3R projects, use a flush median design at isolated intersections as shown in Figure 36-3J. For new construction or reconstruction projects, a channelized left-turn lane with a flush island or a raised-curb island may be used depending on specific site conditions. Figure 36-3K illustrates the flush design and Figure 36-3L illustrates the raised-curb median design. Where the raised-curb median is channelized back to a two-lane traveled way, use the criteria discussed in the IDOT publication, *Transitional Approaches to Channelized Intersections*, Figure 36-3K, and Section 36-4.03(a)
2. Narrow Raised-Curb Medians. Left-turn lanes generally will be the parallel design. This design is illustrated in Figure 36-3L. To properly develop left-turn lanes for new construction and reconstruction projects, see the footnotes in Figure 36-3L.
3. Narrow Expressway Medians. Left-turn lanes generally will be the parallel design due to restricted right of way. This is illustrated in Figure 36-3M where right-of-way is restricted. Figure 36-3M also illustrates how to terminate a median barrier before the development of the left-turn lane.
4. Multilane Highways With Wide Medians. Figure 36-3N illustrates a typical parallel left-turn lane design with a wide depressed median. When using this design, consider the following:
  - This design is generally only used where the current crossroad ADT is less than 1500 and where the current left-turn DHV in each direction from the mainline is no greater than 60 vph.
  - On existing expressways or multilane facilities, median widths of 40 ft to 70 ft (12.0 m to 21.5 m) are allowed to remain in place.
  - On new construction or reconstruction projects, use a median width of 50 ft (15 m) and median slopes of 1:6.

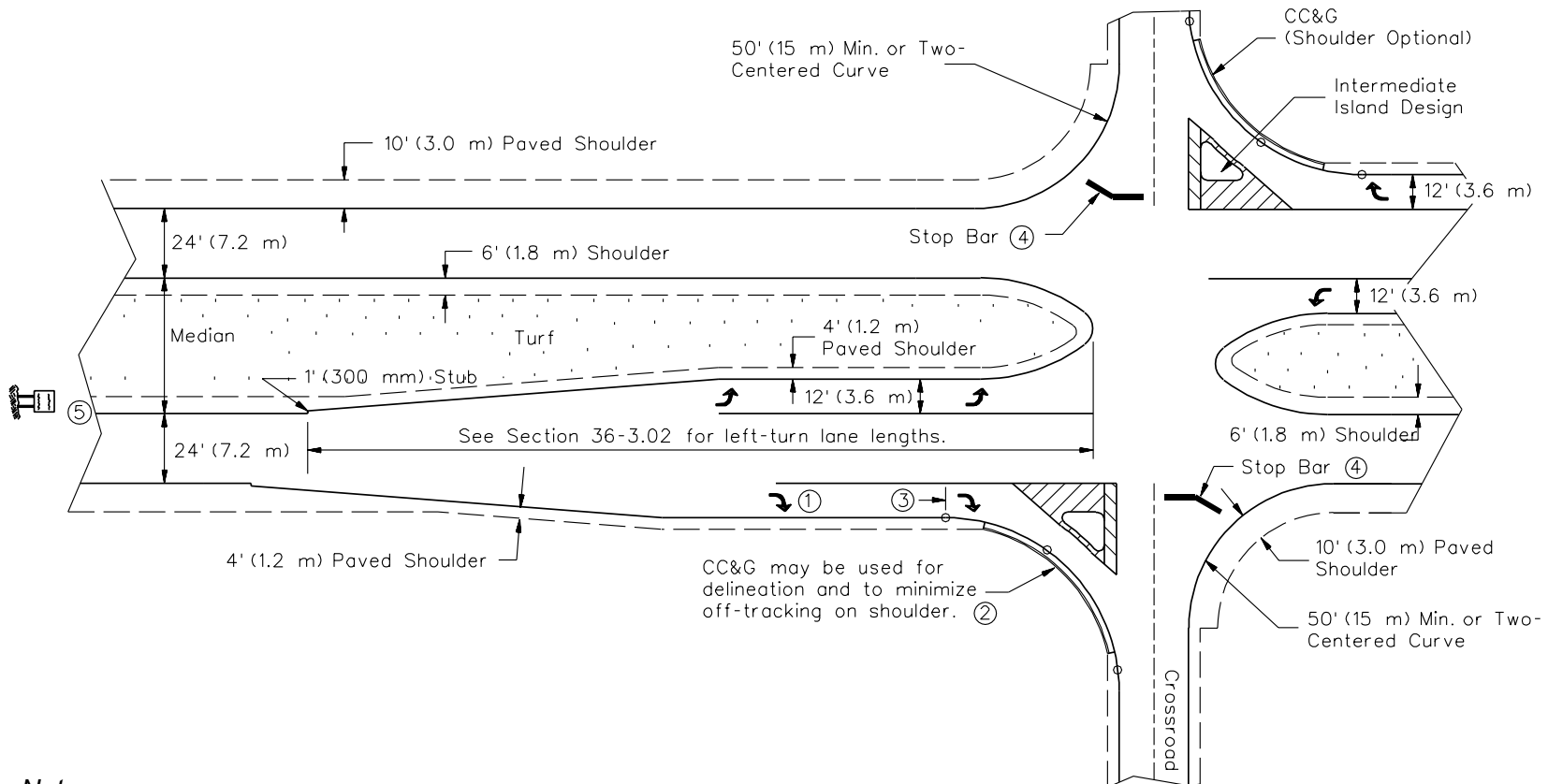


## Notes:

1. Use a 20 ft (6.0 m) median only where ROW or topography dictates.
2. Where the current crossroad ADT is greater than 250, provide right-turn lanes on the expressway.
3. A two-centered curve is desirable with right-turn lanes; see Section 36-2.01.
4. End the right-turn deceleration length at the beginning of the radius return.
5. Intersection sight distance must be checked for the vehicle on the side road for the line of sight past the median barrier.
6. For proper placement of a stop sign, a small triangular corner island may be required on the crossroad approach to the expressway.
7. See the Bureau of Operation's Policy and Procedures Manual for proper placement of advance guide signs.

**EXPRESSWAY INTERSECTION WITH MEDIAN BARRIERS**  
**(Design Speed  $\geq$  50 mph (80 km/h) and Narrow Median With Restricted ROW)**

Figure 36-3M



**Notes:**

1. Where the current crossroad ADT is greater than 250, provide right-turn lanes on the expressway or multilane facility.
2. A two-centered curve is desirable with right-turn lanes; see Section 36-2.01.
3. End the right-turn deceleration length at the beginning of the radius return.
4. For proper placement of a stop sign, a small triangular corner island may be required on the crossroad approach to the expressway.
5. See the Bureau of Operation's Policy and Procedures Manual for proper placement of advance guide signs.

See Section 36-3.03(b) for additional design details.

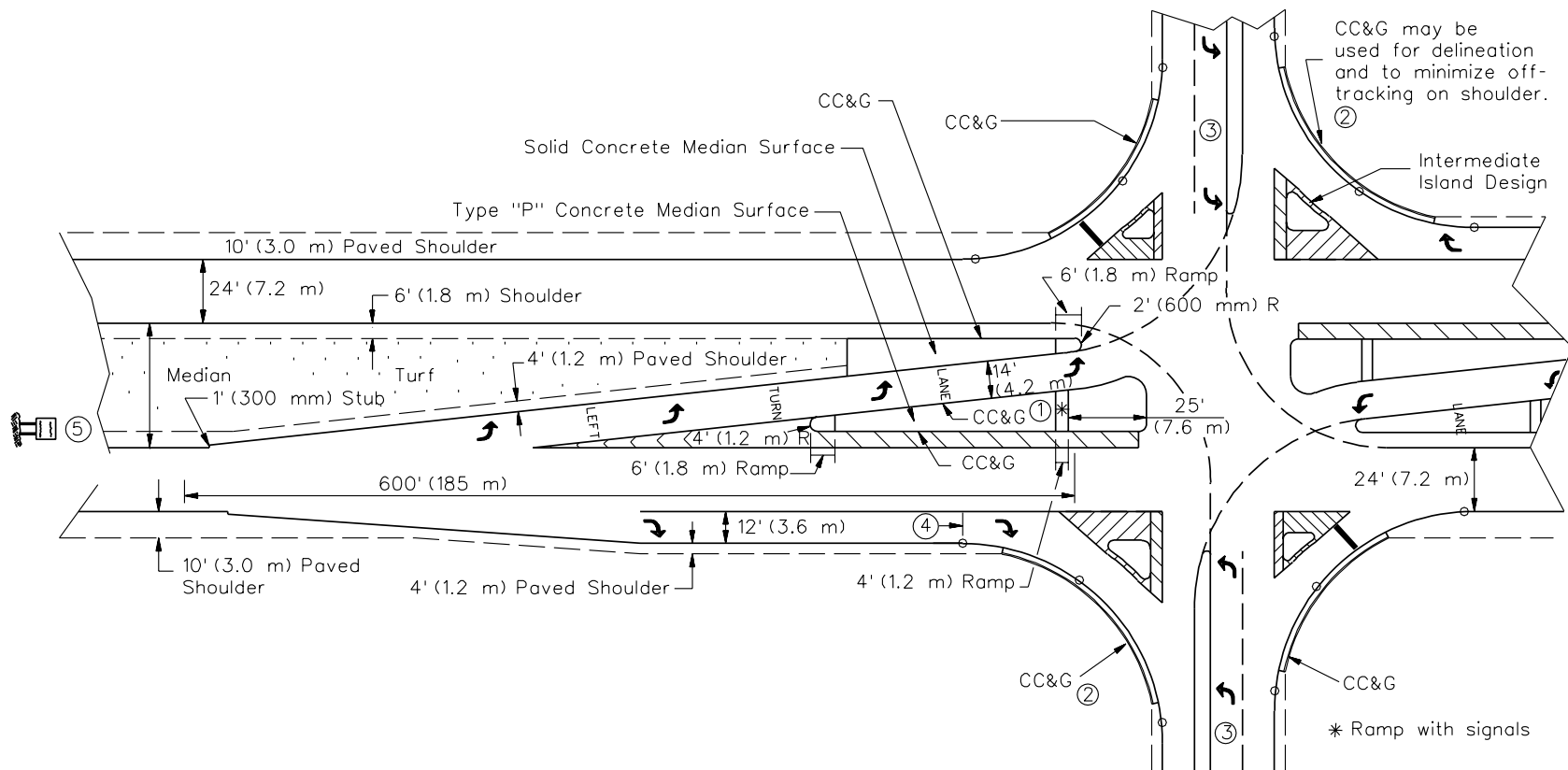
**EXPRESSWAY OR MULTILANE FACILITY WITH A WIDE MEDIAN  $\geq 40$  ft (12 m)  
(Parallel Left-Turn Lane Design Without Offset)**

**Figure 36-3N**

**36-3.03(c) Offset Left-Turn Lanes**

Offset left-turn lanes can consist of either a tapered design or a parallel design. Figures 36-3O through 36-3S illustrate the various designs for offset left-turn lanes. In addition, the designer should consider the following:

1. Tapered Offset Left-Turn Lanes. Figure 36-3O(1) illustrates a typical tapered offset left-turn lane design in a wide median. Figure 36-3O(2) provides the details on the channelization portion of the offset design. The advantages of the tapered offset design versus a parallel lane design without an offset is that the offset design provides better visibility for the turning motorist to the opposing traffic, decreases the possible conflict between opposing left-turning vehicles, and serves more left-turning vehicles in a give time period. In addition, the designer should consider the following:
  - a. Guidelines. Provide a tapered offset left-turn lane design where at least two of the following are applicable:
    - The median width is equal to or greater than 40 ft (12 m) and only one left-turn lane in each direction on the mainline highway is required for capacity;
    - the current mainline ADT is 1500 or greater and the left-turn DHV in each direction from the mainline is greater than 60 vph. Under these conditions, vehicles waiting in opposing left-turn lanes have the probability of obstructing each other's line of sight; and
    - the intersection will be signalized.
  - b. Median Widths. Median widths of 40 ft to 70 ft (12 m to 21.5 m) are allowed to remain in place on existing expressways or multilane facilities. On new construction or reconstruction projects, use a median width of 50 ft (15 m) and median slopes of 1V:6H.
  - c. Curb and Gutter. Use M-4 (M-10) curb and gutter on all corner and channelizing island, unless signals are placed within the island. In this situation, use M-6 (M-15) curb and gutter.
2. Parallel Offset Left-Turn Lanes. Parallel offset left-turn lanes offer the same advantages as the tapered design. However, they may be used at intersections with medians less than 40 ft (12 m) but greater than 13 ft (4.0 m). Figures 36-3P, 36-3Q, and 36-3R illustrate the plan views for parallel offset left-turn lanes for median widths of 16 ft, 18 ft, and 22 ft (4.88 m, 5.5 m, and 7.0 m), respectively. Figure 36-3S provides the typical section design criteria for all three median widths.



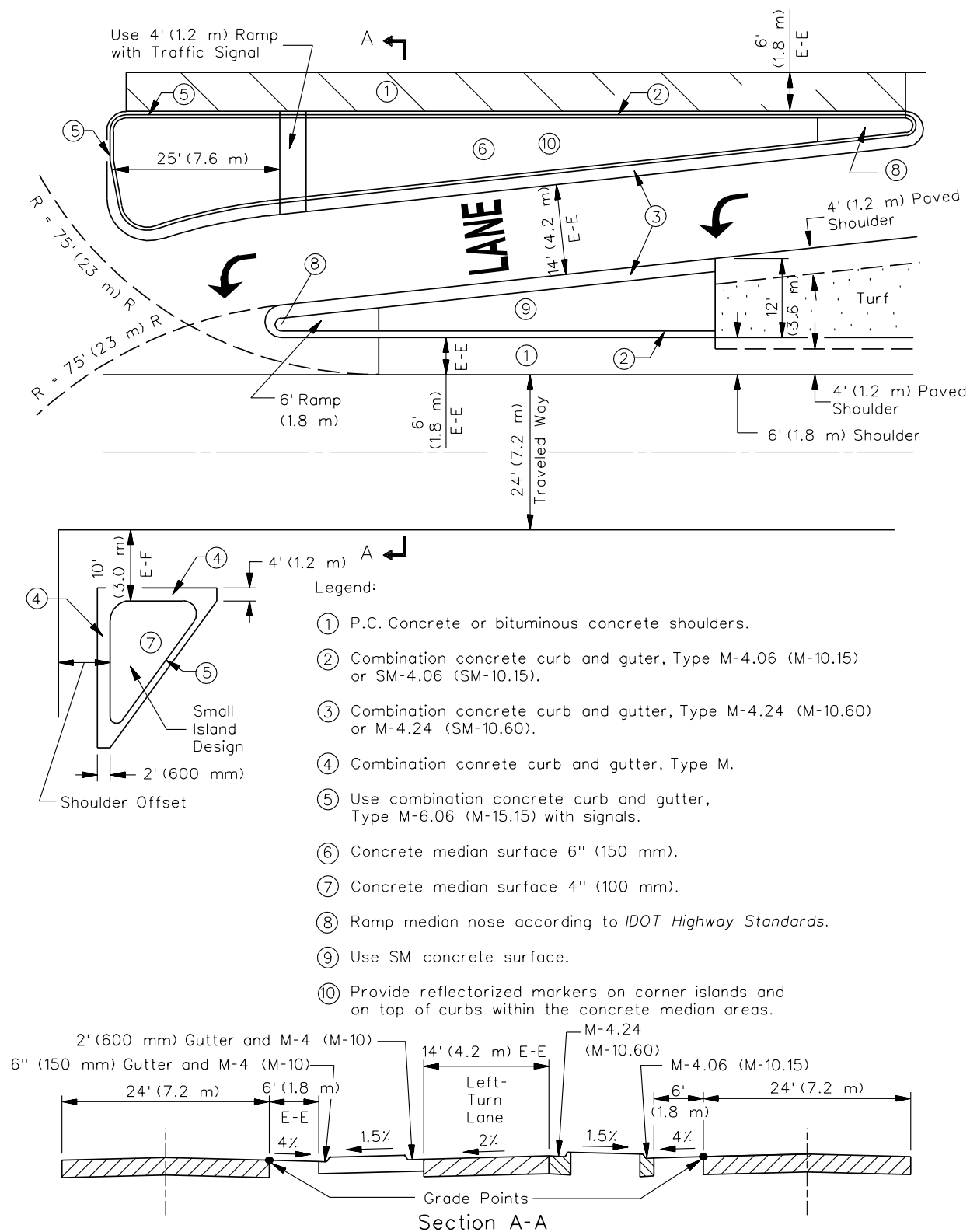
**Notes:**

1. Place drainage inlets in the M-4.24 (M-10.60) gutter to facilitate drainage within the left-turn bay.
2. A two-centered curve is desirable with right-turn lanes; see Section 36-2.01.
3. Where a left-turn lane is required, design the median as a raised-curb median for delineation. Where no median is proposed, the minimum traveled way width should be 22 ft (6.6m).
4. End the right-turn deceleration length at beginning of the radius turn.
5. See the Bureau of Operation's Policy and Procedures Manual for proper placement of guide sign.

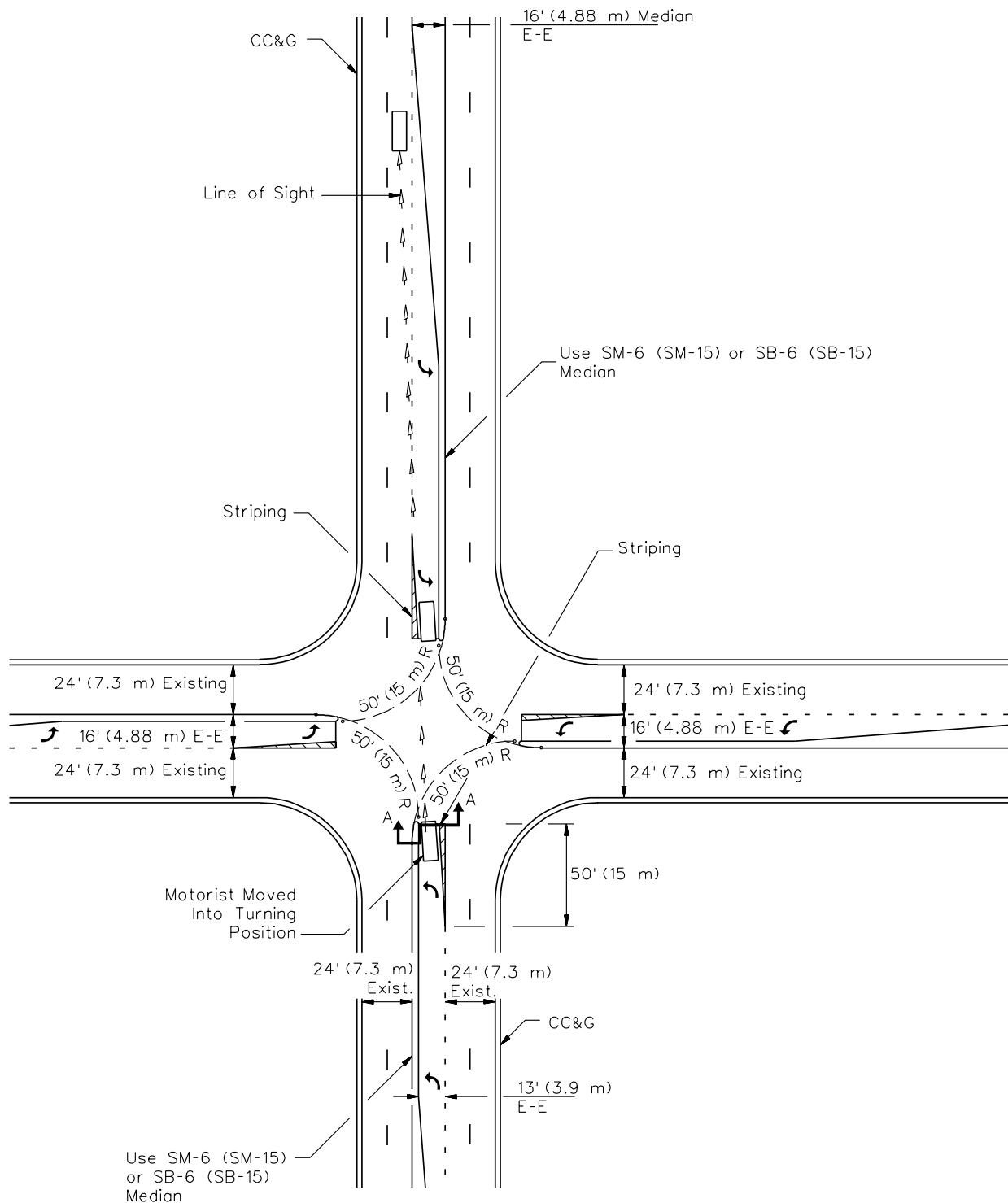
Consider providing lighting at this intersection.

**EXPRESSWAY OR MULTILANE FACILITY WITH MEDIAN WIDTH  $\geq$  40 ft (12 m)  
(Tapered Offset Left-Turn Lane Design)**

**Figure 36-30(1)**



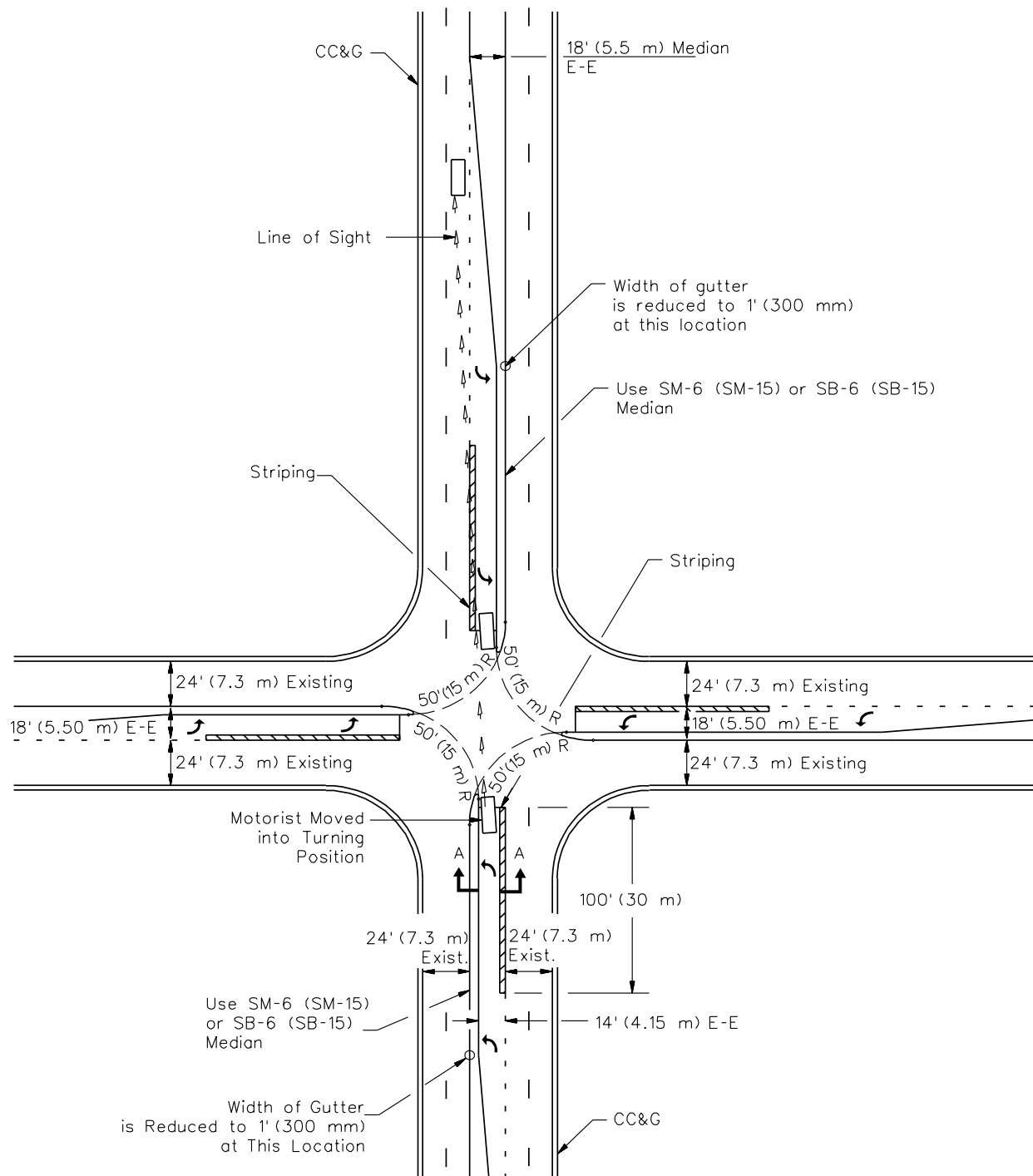
### TYPICAL CORNER ISLAND AND CHANNELIZATION DETAILS (Tapered Offset Left-Turn Lane)



Note: See Figure 36-3S for typical section A-A.

**TYPICAL DESIGN FOR PARALLEL OFFSET LEFT-TURN LANES  
(Existing 16 ft (4.88 m) Wide Traversable Median)**

**Figure 36-3P**

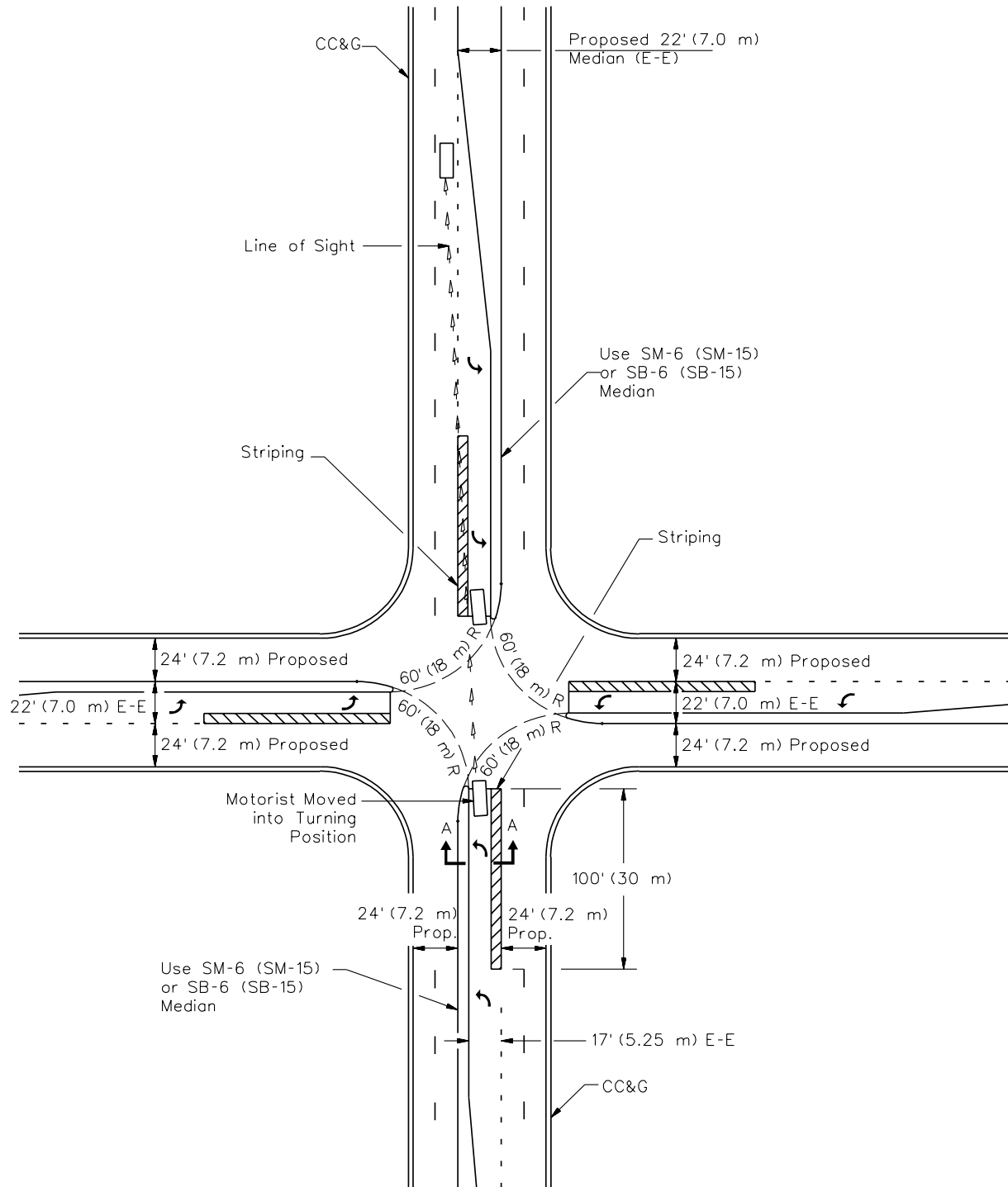


Note: See Figure 36-3S for typical section A-A.

**TYPICAL DESIGN FOR PARALLEL OFFSET LEFT-TURN LANES  
(18 ft (5.5 m) Raised-Curb Median)**

**Figure 36-3Q**

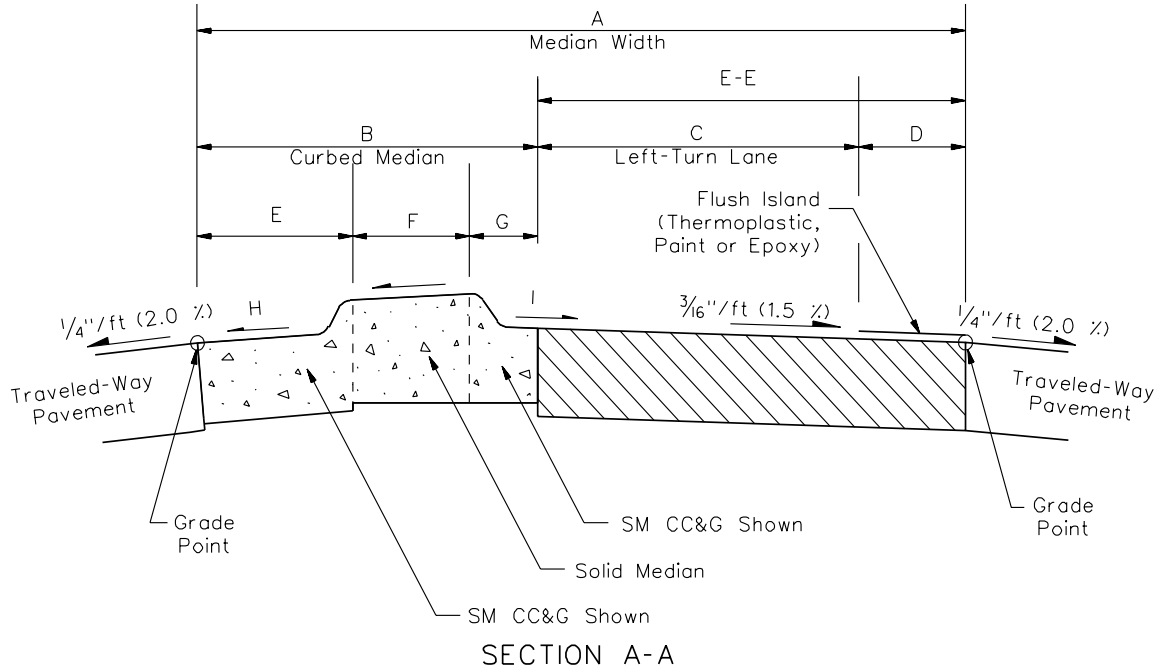




Note: See Figure 36-3S for typical section A-A.

**TYPICAL DESIGN FOR PARALLEL OFFSET LEFT-TURN LANES  
(22 ft (7.0 m) Raised-Curb Median)**

**Figure 36-3R**



"A" Median Width E-E	"B" Curbed Median	"C" Left-Lane Turn	"D" Offset	"E"	"F"	"G" Left-Turn Curb	"H" Flow Direction	"I" Flow Direction
US Customary								
16 ft	3 ft	10 ft	3 ft	20 in	2 in	14 in	1/4"/ft/traveled way	3/16"/ft/traveled way
18 ft	4.5 ft	11 ft	2.5 ft	20 in	20 in	14 in	3/4"/ft/traveled way	3/16"/ft/traveled way
22 ft	6 ft	12 ft	4 ft	32 in	26 in	14 in	3/4"/ft/traveled way	3/16"/ft/traveled way
Metric								
4.88 m	980 mm	3.0 m	900 mm	500 mm	130 mm	350 mm	2.0%/traveled way	1.5%/traveled way
5.5 m	1.35 m	3.3 m	850 mm	500 mm	500 mm	350 mm	6.0%/median	1.5%/traveled way
7.0 m	1.75 m	3.6 m	1.65 m	800 mm	600 mm	350 mm	6.0%/median	1.5%/traveled way

Note: See Figures 36-3P, 36-3Q, and 36-3R for location of Section A-A.

TYPICAL SECTION WITH PARALLEL OFFSET LEFT-TURN LANES  
Figure 36-3S

### **36-3.04 Right-Turn Lanes**

Section 36-3.02 provides design criteria for right-turn lane widths and lengths. Right-turn lanes may be designed with or without turning roadways depending on site conditions. Figures 36-3H, 36-3M, 36-3N, and 36-3O(1) illustrate typical designs for right-turn lanes. Because of potential conflicts with right-turning traffic, commercial entrances should not be allowed within the limits of the right-turn lane.

### **36-3.05 Dual Turn Lanes**

#### **36-3.05(a) Guidelines**

At intersections with high-turning volumes, dual left- and/or right-turn lanes may be considered. However, multiple turn lanes may cause problems with right-of-way, lane alignment, for crossing pedestrians, and erratic movements for turning drivers. In place of dual right-turn lanes, the designer should consider providing a turning roadway with a design speed of 15 mph (25 km/h) or more and a free-flow, right-turn acceleration lane; see Section 36-2.03. Dual left- and/or right-turn lanes are generally considered where:

- there is insufficient space to provide the necessary length of a single turn lane because of restrictive site conditions (e.g., closely spaced intersections);
- based on a capacity analysis, the necessary time for a protected left-turn phase for a single lane becomes unattainable to meet the level-of-service criteria (average delay per vehicle); and/or
- more than 300 vph are projected to be turning.

Dual turn lanes should only be used with signalization providing a separate turning phase.

#### **36-3.05(b) Design**

Figure 36-3U illustrates the more important design elements for dual left-turn lanes. Figure 36-3V illustrates a typical cross section for a dual left-turn lane design. In addition, the designer should consider the following:

1. Turning Radii. The turning radii for dual left turns should be a minimum of 90 ft (27 m). This will allow for two vehicles to comfortably negotiate the turns side-by-side.
2. Throat Width. Because the presence of center and corner islands may restrict the turning paths, the design width at the edges of the left-turning paths may be critical. Also, the magnitude of the inner radius influences the amount of off-tracking and, as such, the required width of the turning path. Figure 36-3T gives the minimum widths of two-lane, left-

turn departure openings based on the dimension of the inner radius and on the design of the traveled way edges at the most critical location of off-tracking.

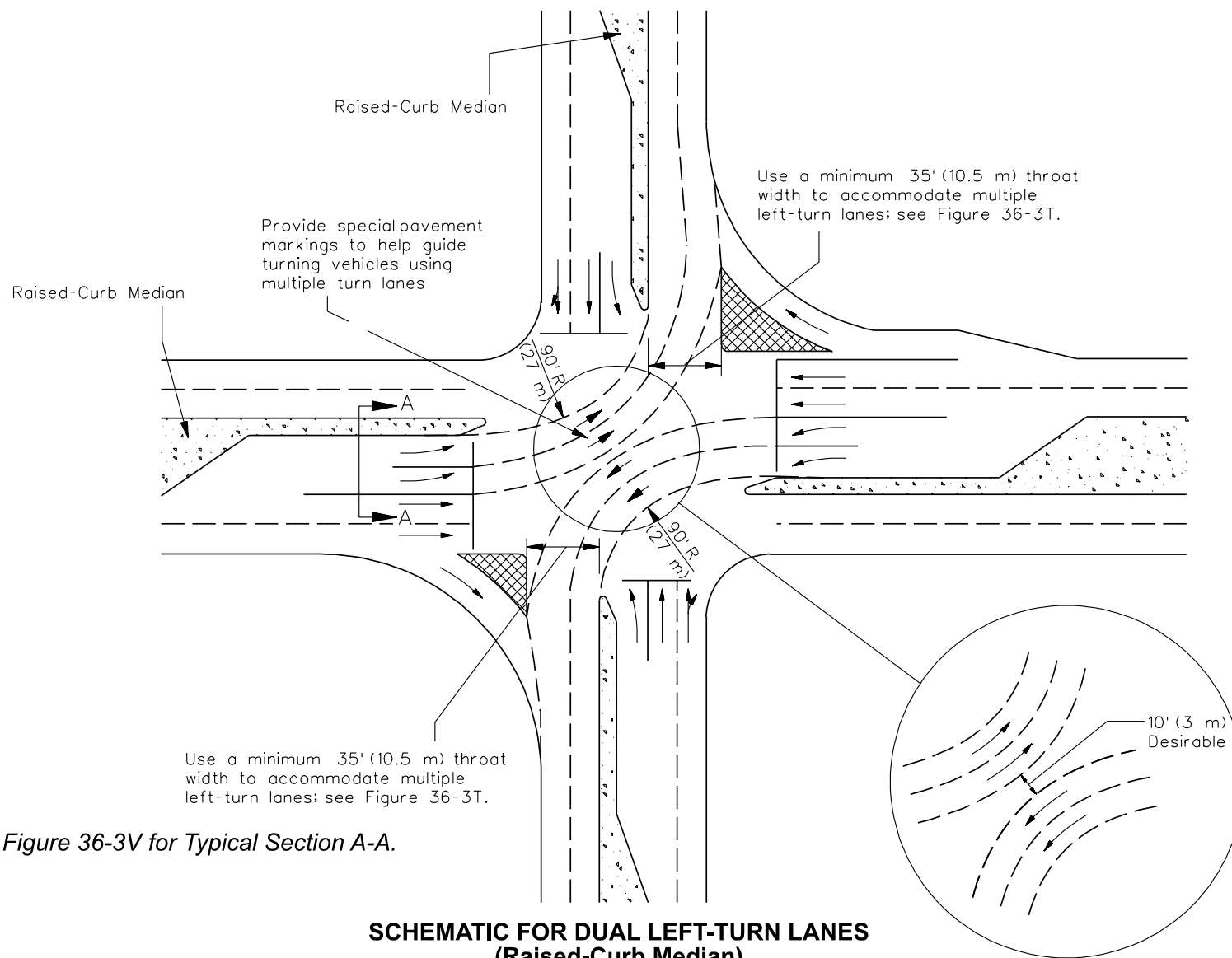
3. Median Widths. Dual left-turn lanes will require a median width of at least 32 ft (9.5 m).
4. Special Pavement Markings. As illustrated in Figure 36-3U, pavement markings can effectively guide two lines of vehicles turning abreast. Refer to the Bureau of Operations *Policy and Procedures Manual* for applicable guidelines on the selection and placement of any special pavement markings.
5. Opposing Left-Turning Traffic. If simultaneous and opposing dual left-turn lanes are proposed, the designer must ensure that there is sufficient space for all turning movements. Desirably, the separation between pavement markings should be 10 ft (3 m); see Figure 36-3U. If space is unavailable, it will be necessary to alter the signal phasing to allow the two directions of turning traffic to move through the intersection on separate phases.
6. Turning Templates. All intersection design elements for multiple turn lanes must be checked by using the applicable turning templates or a computer simulated turning template program. The designer should assume that the selected design vehicle will turn from the outside lane of the multiple turn lanes. Desirably, the inside vehicle should be a SU but, as a minimum, the other vehicle can be assumed to be a passenger car turning side by side with the selected design vehicle.

TWO-LANE LEFT-TURN FACILITIES		
Inner Radius	Traveled Way Edge Design	Minimum Width of Departure Opening
90 ft to 160 ft (27 m to 49 m)	Shoulder and Shoulder Curb and Shoulder Curb and Curb	35 ft (10.5 m) E-E 35 ft (10.5 m) + GW 35 ft (10.5 m) + GWs
160 ft to 250 ft (50 m to 75 m)	Shoulder and Shoulder Curb and Shoulder Curb and Curb	33 ft (9.8 m) E-E 33 ft (9.8 m) + GW 33 ft (9.8 m) + GWs

GW = Gutter Width    E-E = Edge to Edge

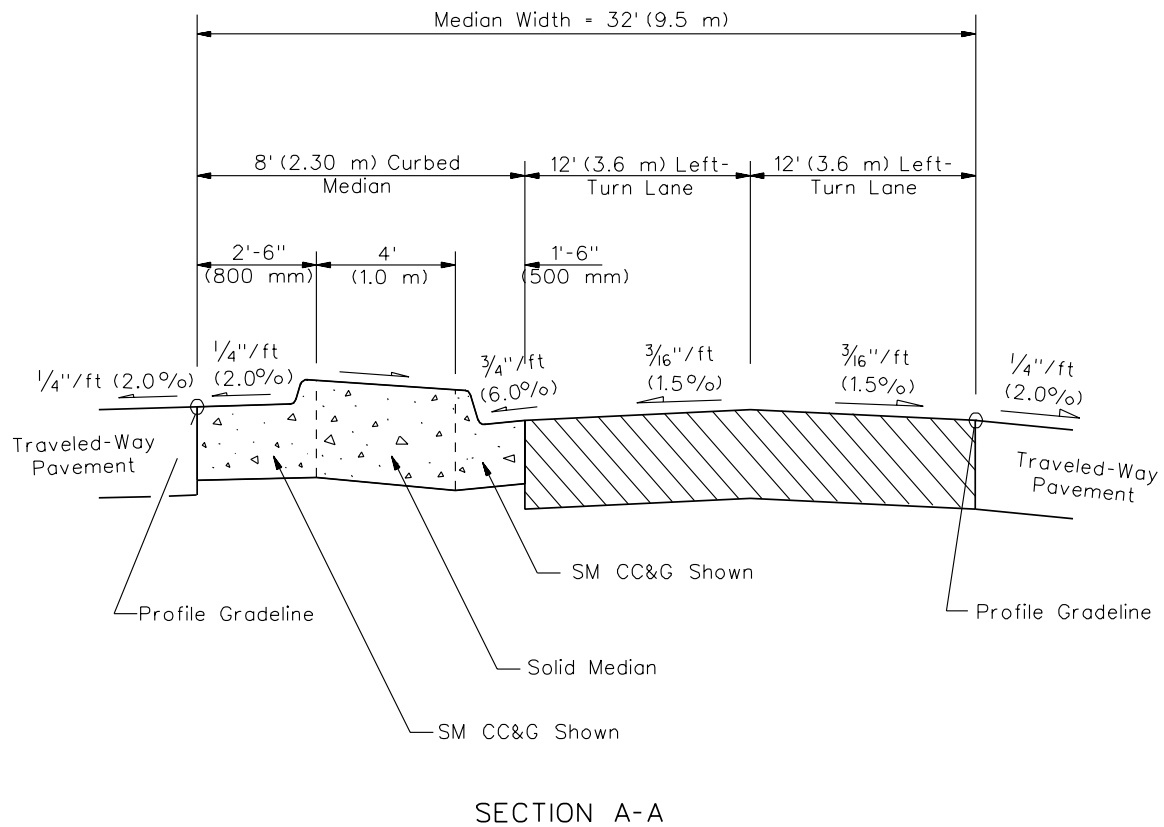
#### MINIMUM DEPARTURE OPENINGS FOR DUAL LEFT-TURN LANES

Figure 36-3T



Note: See Figure 36-3V for Typical Section A-A.

Figure 36-3U



*Note: See Figure 36-3U for location of Section A-A.*

**TYPICAL SECTION WITH DUAL LEFT-TURN LANES  
(Raised-Curb Median and Posted Speed < 50 mph (80 km/h))**

**Figure 36-3V**

### 36-4 CHANNELIZING ISLANDS

Several of the treatments described in this chapter require channelizing islands within the intersection area. Some intersections, especially those with oblique angle crossings, result in large paved areas that may cause motorists to wander from natural or expected paths and may cause long pedestrian crossings. These movements may result in conflicts and/or unpredictable operations, but could be enhanced by incorporating channelizing islands in the design of the intersection.

At rural locations where higher speeds are prevalent, channelizing islands are used in conjunction with left-turn lanes and for turning roadways. In urban areas where speeds generally are lower, but where traffic volumes are generally higher, channelizing islands in conjunction with added lanes are used primarily to increase capacity and safety at the intersection.

#### 36-4.01 Island Types

Islands can be grouped into the following classifications. Most island types serve at least two of these functions:

1. Corner/Directional Islands. Directional or corner triangular islands control and direct right-turn movements and guide the driver into the proper direction. Section 36-2.02 discusses corner islands.
2. Channelizing Islands. Center channelizing islands separate opposing traffic flows, alert the driver to the crossroad ahead, and regulate traffic through an intersection. These islands are often introduced at intersections on undivided highways and are particularly advantageous in controlling left turns at skewed intersections.
3. Refuge Islands. Refuge islands (corner islands or center channelizing islands) may function to aid and protect pedestrians who cross a wide roadway. These islands may be required for pedestrians where complex signal phasing is used and may permit the use of two-stage crossings. This also may increase the signal efficiency by allowing the time allocated for pedestrian movements to be reduced.

#### 36-4.02 Selection of Island Type

Islands may be some combination of flush, traversable, raised-curb, or turf, and could be triangular or elongated in shape. Selection of an appropriate type of channelizing island should be based on:

- traffic characteristics;
- cost considerations;
- urban, suburban, or rural locations;

- degree of access management desired; and
- maintenance considerations.

The following offers guidance where different types of islands are appropriate.

#### **36-4.02(a) Flush or Traversable Islands**

Flush islands, which are delineated by pavement markings (e.g., paint, thermoplastic, epoxy), or traversable islands, which are delineated by M-2 (M-5) curbs, are appropriate:

- on highways to delineate separate left-turn lanes (flush or traversable);
- in restricted locations where delineation of vehicular path is desirable, but space for larger, raised-curb islands is not available (flush);
- in areas where better long-term visual delineation is needed at night and during inclement weather, but space for raised-curb islands is not available (traversable);
- to separate opposing traffic streams on low-speed urban streets (flush or traversable); and/or
- for temporary channelization during construction (flush).

#### **36-4.02(b) Raised-Curb Islands**

Raised-curb islands are at least 4 in (100 mm) high and are appropriate:

- on low-speed highways where the primary function is to provide positive separation for opposing traffic movements;
- at locations requiring positive delineation of vehicular paths, such as where a major route turns or at intersections with unusual geometry.
- where the island is intended to prohibit or prevent traffic movements (e.g., wrong-way movements or to manage access within the intersection);
- where a primary or secondary island function is to provide a location for traffic signals, signs, or other fixed objects; and/or
- where a primary function of the island is to provide a pedestrian refuge.



Raised-curb islands should be used at rural intersections having the following characteristics:

- on the crossroad through an interchange to delineate median crossovers and turn lanes, and to prevent wrong-way movements, and
- at unusual or complex intersection configurations where higher visibility would promote greater safety and more efficient traffic operations.

Where curb and gutter is proposed in high-speed rural areas, only use mountable curbs and consider providing supplemental intersection illumination. In addition, provide prismatic reflectors on the top of curbs to enhance delineation of the island and turn lanes at night. Section 34-2.04 provides further guidance on the types of curbing used for islands.

### **36-4.02(c) Pavement Edge Islands**

Channelizing islands formed by pavement edges generally only apply to rural or suburban areas. One example of this channelization type is where a divided four-lane facility with a median ditch section is temporarily tapered to a two-lane highway section. This reduction of the four lanes down to two is considered channelization. See Chapter 45 for details of these channelized approaches.

### **36-4.03 Design of Islands**

#### **36-4.03(a) Channelizing Islands**

Because center channelizing islands (flush or raised-curb) are often introduced within the traveled way, special care is necessary to their design to ensure that they do not become a hazard. The designer should consider the following criteria:

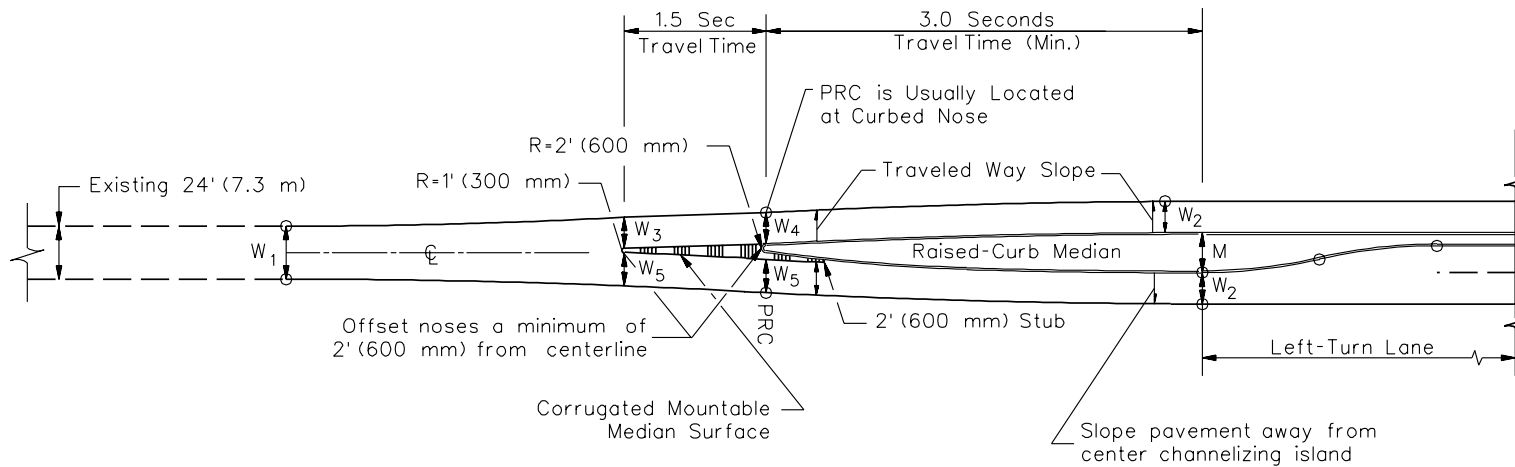
1. Nose. Place the noses of raised-curb islands so that they are conspicuous to approaching motorists and are outside of the assumed vehicular path. This clearance should be both physical and visual so that drivers will not veer away from the island.
2. Nose Ramping. Ramp the approach nose of raised-curb according to the criteria presented in the *IDOT Highway Standards*. Nose ramping is applicable where:
  - a raised-curb median or curbed centerline channelization is introduced to separate opposing lanes of traffic;
  - a change is made from a flush or traversable two-way, left-turn lane to a raised-curb median; and
  - median crossovers or openings are outlined with curb and gutter.

At locations that are designed for the protection of pedestrians, traffic signals, light standards, or sign supports, nose ramping may be considered optional.

3. Alignment. Provide a smooth, free-flowing alignment both into and out of the divided roadway. On entering the channelized approach, widen the traveled way out opposite the curbed nose and gradually transition it to the normal divided traveled way width. Also, provide a gradual transition on the departure side of the divided roadway. Where two lanes are being funneled down to one lane on the departure side of the channelizing island, provide sufficient pavement width and/or an outside paved shoulder at the curbed nose to provide some lateral escape clearance for merging vehicles. This is important where a motorist has failed to observe the single lane warning signs and is still operating two abreast as the vehicle approaches the transition to two-lane, two-way operations.
4. Island Size. Traffic channelizing islands should be large enough to command the driver's attention. Island shapes and sizes vary from one intersection to another. The minimum width for a flush-type island on new construction is 13 ft (4.0 m) and for 3R construction is 12 ft (3.6 m). For raised-curb islands introduced at isolated intersections, the divisional island should be designed according to the IDOT publication *Transitional Approaches to Channelized Intersections* and Figure 36-3L. Also, see Figure 36-4A. For flush, channelizing islands introduced at isolated intersections, see Figures 36-3J and 36-3K.
5. Island Length. The island should be of sufficient length to forewarn a motorist of an approaching intersection and to provide space for the proper development of a free-flowing alignment. The edge of the traveled way, the width of the divided roadways, and the width of the center channelizing island normally control the length of island and the pavement edge radii.
6. Delineation. Channelizing islands should be delineated based on their size, location, and function. Raised-curb islands present the most positive means of delineation. Where space is limited, use paint to delineate the island. Raised pavement markers, curb-top reflectors, or paint striping can be used in advance of and around an island to help alert the driver of an approaching island. These traffic control devices are especially important at the approach to raised-curb divisional islands.

Round the approach and merging ends of curbed islands according to Figure 36-4A.

7. Offsets. Figure 36-4A provides guidance on the applicable offsets that should be used with curbed-channelizing islands.



Notes:

1. For additional design details, see the IDOT publication Transitional Approaches to Channelized Intersections.
2. The length and shape of channelizing islands derived from the above sketch also may be used as a guide for determining a flush, center island design.
3. If  $W_2 = 14$  ft (4.2 m), use a  $3/16$ "/ft (1.5%) drainage slope on the traveled way.
4. If  $W_2 = 22$  ft (6.6 m) or 24 ft (7.2 m), use a  $1/4$ "/ft (2.0%) drainage slope on the traveled way.

$M$  = See Figure 36-3L for typical median widths

$W_1$  = Undivided approach width

$W_2$  = Divided approach width

$W_3 = \frac{W_1}{2}$  or 14 ft (4.2m), whichever is larger

$W_4 = \frac{W_3 + W_2}{2}$ , desirable

$W_5 = W_2 + 1$  ft (300 mm)

**TYPICAL CHANNELIZING ISLAND DESIGN  
(For Raised-Curb Medians)**

Figure 36-4A

8. Corrugated Median Surface. In advance of the curbed nose of a divisional island, provide a sufficient length of corrugated median that allows the driver enough warning time to move away from the raised-curb island. Use 1½ seconds of travel time based on the design speed to determine the length of the corrugated surface.
9. Cross Slopes. With center curbed-channelizing islands, up to approximately 32 ft (9.5 m) wide and where such islands are located on tangent segments or on very flat curvature, the length of the island normally provides sufficient distance for gradual lateral shifts of traffic either to the right (entering) or to the left (departing). Because the required lateral shifts usually are not greater than the normal rate of lane shifts made during a passing measure, the cross slope of the pavement through the channelized approach can be unidirectional at 3/16"/ft (1.5%) or 1/4"/ft(2%) and should be sloped away from the island.
10. Stopping Sight Distance. At a minimum, provide stopping sight distance to the ramped nose of the island. Desirably, provide decision sight distance to the ramped nose.
11. Typical Designs. Figure 36-4A illustrates a typical curbed divisional island and applicable approach treatment. Guidance for standardized designs based on various design speeds, pavement widths, and island widths are provided in the IDOT publication *Transitional Approaches to Channelized Intersections*. This document can be obtained from the district office or from BDE. For flush-channelizing islands, see Figures 36-3J and 36-3K.
12. Simplicity. Do not introduce divisional islands in areas which can create confusion due to complexity or which cause excessive restrictions. Complex intersections which present multiple choices of movement are undesirable. Ensure that the design remains simple to eliminate possible confusion.

#### **36-4.03(b) Corner Islands**

See Sections 36-2.02 and 36-2.03 for design details on corner islands.

#### **36-4.03(c) Curb Ramps**

See Section 58-1 for the application of ADA criteria at intersections. If the crosswalk is placed through an island, give special consideration to the treatment of curb ramps within the raised-curb island. In many cases, the crosswalk can be located directly in front of a divisional island nose without special design provisions or, the island can be shortened sufficiently to permit such location without loss of control for turning vehicles. However, where an island does encroach on the location of a crosswalk, it is usually desirable to depress the entire crosswalk through the island, rather than construct ramps. This is particularly true if the island is less than 100 ft<sup>2</sup> (10 m<sup>2</sup>) or is less than 16 ft (4.8 m) wide. The remaining portion of raised island on either side of the ramp should be of sufficient size to distinguish it as a raised island and for ease of construction.

### **36-4.04 Median Openings**

#### **36-4.04(a) Location/Spacing**

Desirably, median openings should be provided on divided highways at all public roads and major traffic generators. However, this may result in close intersection spacing that may impair the operation of the facility. The following recommended minimum spacings should be evaluated when determining the location for a median opening:

1. Rural Facilities. Median openings should be at least  $\frac{1}{2}$  mile (800 m) apart and, desirably, 1 mile (1.6 km) apart, subject to public service requirements and as determined by an engineering study.
2. Urban Facilities. The desirable minimum spacing between median openings should be approximately  $\frac{1}{4}$  mile (400 m). However, this may not always be practical. At a minimum, the spacing of median openings should be far enough apart to allow for the development of exclusive left-turn lanes with proper lengths.

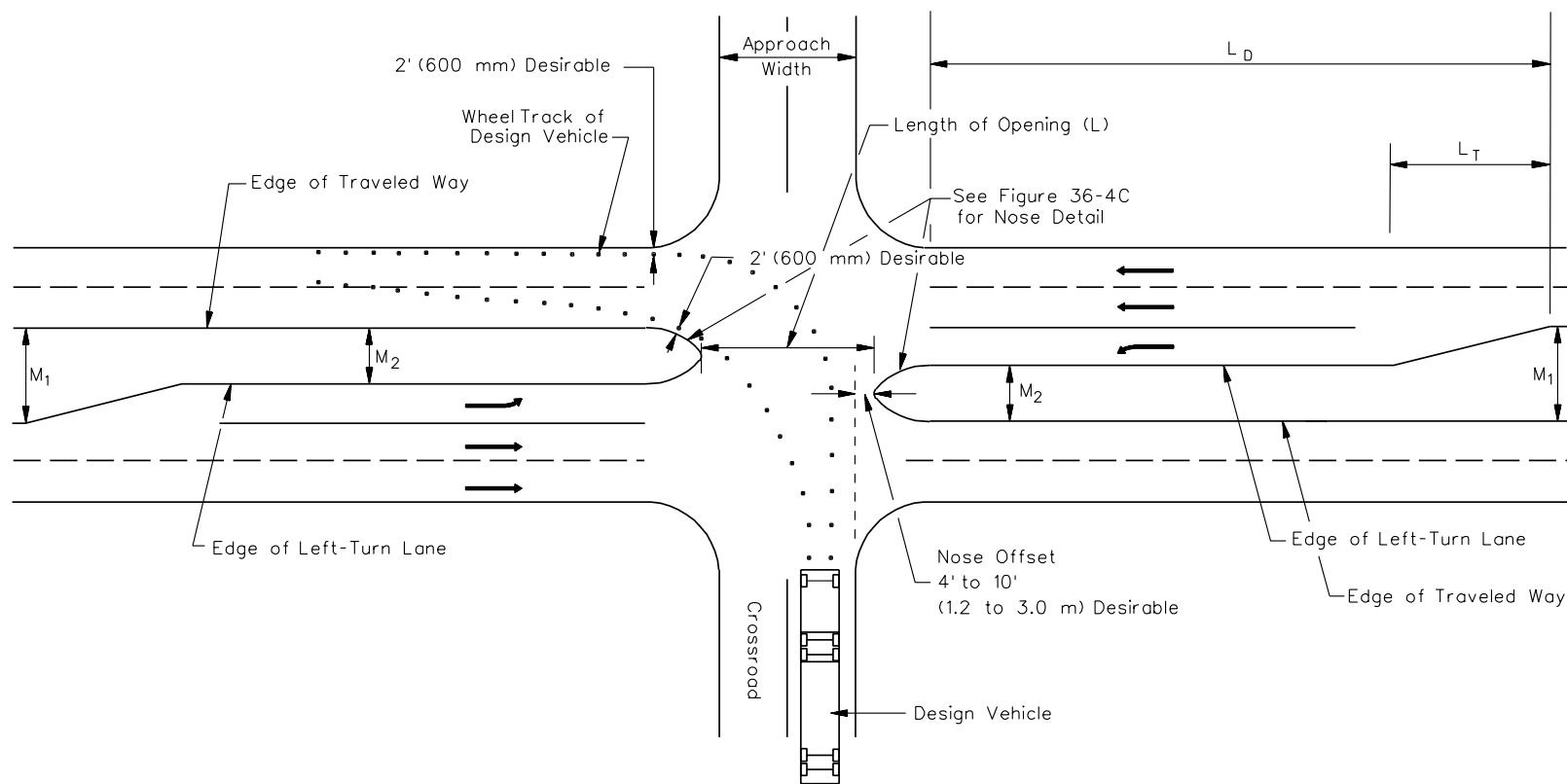
For both rural and urban facilities, the available sight distance in the vicinity of a median opening is also a factor in the determination of its location. In addition, on some facilities, commercial establishments with heavy truck traffic may dictate the location of median openings. For additional details on the location and spacing of median openings, see Chapters 45 through 48.

#### **36-4.04(b) Design**

Figure 36-4B presents a general figure for the design of a median opening at an intersection. The following will apply to the design of median openings:

1. Design Vehicle. Use the largest vehicle that will be making a left turn with some frequency. See Section 36-1.08 for guidelines in selecting the design vehicle.
2. Encroachment. The desirable design will allow the design vehicle to make a left turn and to remain entirely within the through inside lane of the divided facility. In addition, the turning vehicle should be no closer than 2 ft (600 mm) to the inside curb or inside edge of pavement. However, depending on traffic control or available intersection sight distance, it would be acceptable for the design vehicle to occupy both travel lanes; see Figure 36-4B.

36-4(8)



Note: See discussion in Section 36-4.04(b) for minimum L criteria.

## MEDIAN OPENING DESIGN

Figure 36-4B

3. Length of Opening. The length of a median opening should properly accommodate the turning path of the design vehicle. The minimum length is the largest of the following:

- approach width plus 8 ft (2.4 m), including crossroad median width;
- approach width plus the width of shoulders, including crossroad median width;
- the length based on the selected design vehicle; or
- 40 ft (12 m).

Evaluate each median opening individually to determine the proper length. Consider the following factors in the evaluation:

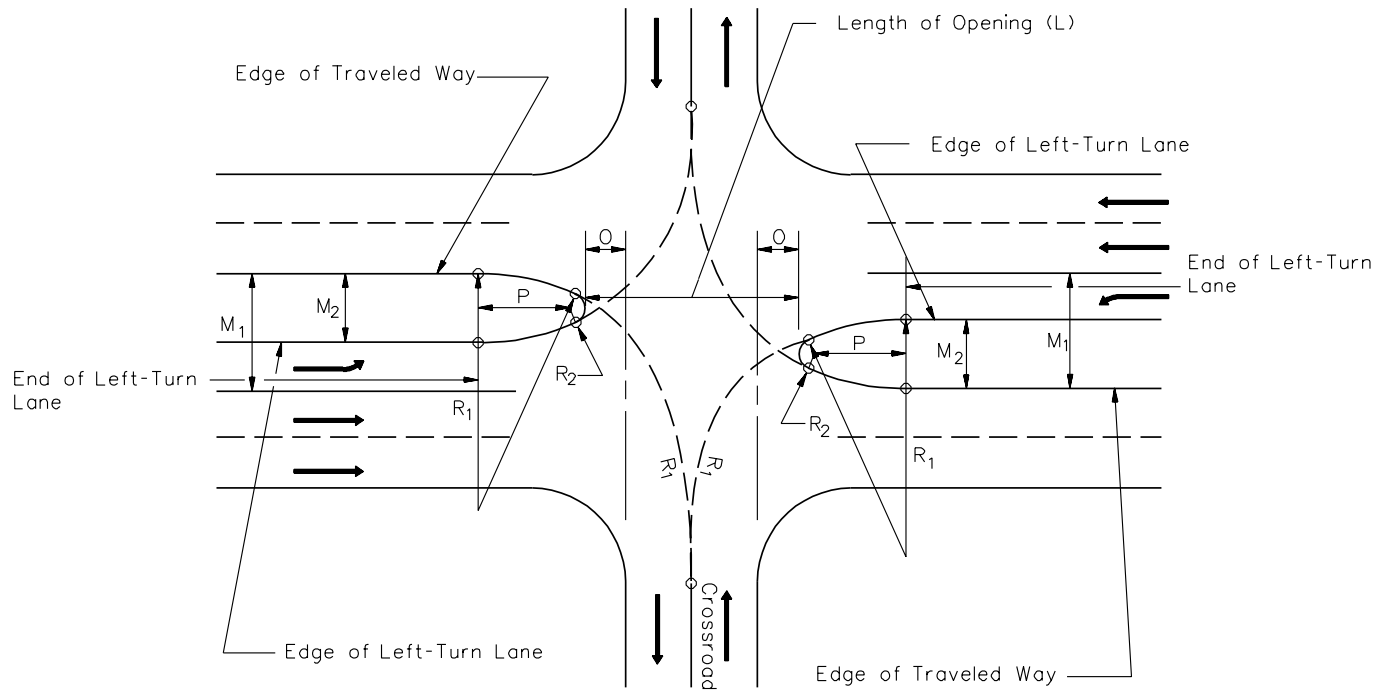
- a. Turning Templates. Check the proposed design with the turning template for the selected design vehicle. Give consideration to the frequency of the turn and to the encroachment onto adjacent travel lanes or shoulders by the turning vehicle.
  - b. Nose Offset. At four-leg intersections, traffic traveling through the median opening (going straight) will pass the nose of the median end (semicircular or bullet nose). To provide a sense of comfort for these drivers, the offset between the crossroad through travel lane (extended) and the median nose should be at least 4 ft (1.2 m).
  - c. Lane Alignment. Provide a design where the lanes line up properly across the intersection.
  - d. Location of Crosswalks. Desirably, pedestrian crosswalks will intersect the median nose to provide some refuge for pedestrians. Therefore, the median opening design should be coordinated with the location of crosswalks.
  - e. Traffic Control. The geometrics engineer should coordinate with the district Bureau of Operations on the design of the intersection for signing, striping, and traffic control.
4. Median Nose Design. The shape of the nose at median openings is determined by the width of the median ( $M_1$ ) or ( $M_2$ ). The two basic types of median nose designs are the semicircular design and bullet-nose design. The following summarizes their usage:
- For medians up to 4 ft (1.2 m) in width, there is little operational difference between the two designs.
  - The semicircular design is generally acceptable for median widths ( $M_1$ ) up to 10 ft (3.0 m).

- For medians ( $M_1$ ) wider than 10 ft (3.0 m), use the bullet-nose design. Also use this design for the divisional island remaining after locating a left-turn lane in median.
- As medians become successively wider, the minimum length of the median opening becomes the governing design control.

For the bullet-nose design, a compound curvature arrangement should be used. Figure 36-4C provides the typical details for a median opening with a bullet-nose design.

5. U-turns. Median openings are sometimes used to accommodate U-turns on multilane divided highways. Preferably, a vehicle should be able to begin and end the U-turn on the inner lanes next to the median. Figure 36-4D provides the minimum median widths for U-turn maneuvers for various design vehicles and various levels of encroachment. Check the U-turn design with the applicable turning template.
6. Sight Distance. Check all median openings for applicable sight distance criteria; see Section 36-6.





$L$  = Length of median opening. See discussion in Section 36-4.04(b) for minimum  $L$  values.

$M_1$  = median width measured between the two edges of the inside travel lanes

$M_2$  = width of divisional island (raised-curb or depressed) remaining after the width of the left-turn (if present) has been subtracted from the median width ( $M_1$ )

$O$  = Nose offset.

$P$  = As shown in figure.

$R_1$  = variable, based on design vehicle and median width ( $M_2$ )

$R_2$  =  $M_2/5$  to edge of left-turn lane

$R_2$  =  $M_1/5$  to edge of traveled way where a left-turn lane is not present

$R_2$  is typically rounded up to the next highest whole number

### MEDIAN NOSE DESIGN (Multilane Divided Highways)

Figure 36-4C

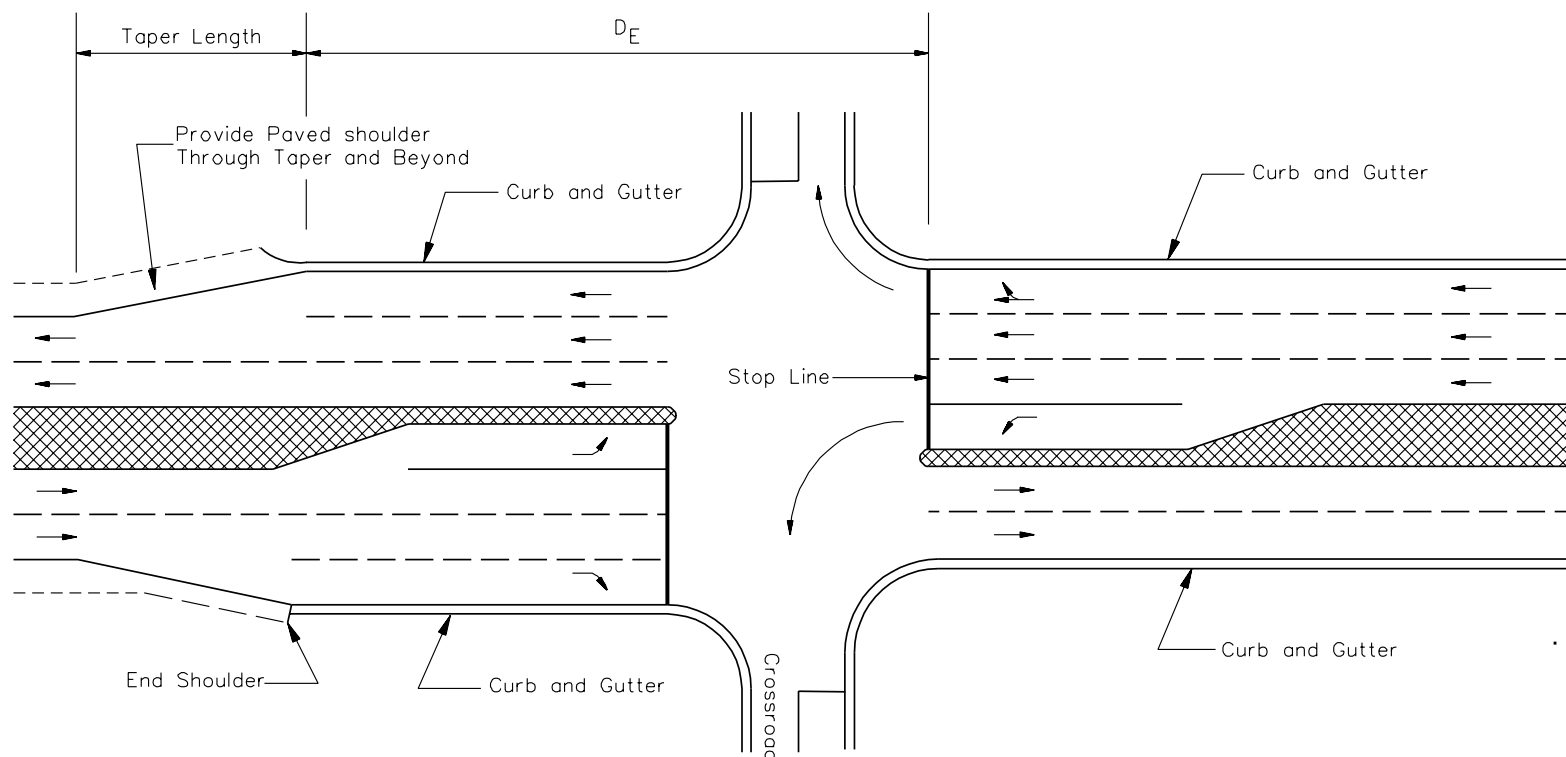
Type of Maneuver		M - Min. width of median for design vehicle				
		P	SU	BUS	WB-40 (WB-12)	WB-50 (WB-15)
		Length of design vehicle				
		19 ft (5.7 m)	30 ft (9.0 m)	40 ft (12.0 m)	50 ft (15.0 m)	55 ft (16.5 m)
Inner Lane to Inner Lane		30 ft (9 m)	63 ft (19 m)	63 ft (19 m)	61 ft (18 m)	71 ft (21 m)
Inner Lane to Outer Lane		18 ft (5 m)	51 ft (15 m)	51 ft (15 m)	49 ft (15 m)	59 ft (18 m)
Inner Lane to Shoulder		8 ft (2 m)	41 ft (12 m)	41 ft (12 m)	39 ft (12 m)	49 ft (15 m)

**MINIMUM WIDTHS NEEDED FOR U-TURNS  
(Multilane Divided Highways)**

**Figure 36-4D**

**36-5 EXTENSION OF THROUGH LANES BEYOND AN INTERSECTION**

At many intersections, traffic volumes drop off considerably after passing a crossroad and, therefore, one lane can be dropped beyond the intersection. However, to fully realize capacity benefits and to provide for a safe merge, the through lanes must be extended beyond the intersection. Figure 36-5A provides preliminary design criteria for determining the distance these lanes should be extended beyond an intersection.



US Customary			Metric		
Design Speed (mph)	$D_E$ (ft)	Taper Length (ft)	Design Speed (km/h)	$D_E$ (m)	Taper Length (m)
30	160	540	50	40	162
35	215	540	60	70	162
40	320	540	70	110	162
45	430	540	80	160	180
50	585	600	90	235	180
55	780	600	100	325	180
60	1010	600	110	455	180
65	1300	600			
70	1750	600			

## Notes:

1.  $D_E$  is that distance required by a vehicle to accelerate from a stop to 5 mph (10 km/h) below the design speed of the highway.
2. The taper distance is calculated assuming a 12 ft (3.6 m) lane and a taper rate of 45:1 for design speeds of 45 mph (70 km/h) or less or 50:1 for design speeds of 50 mph (80 km/h) or greater.

## EXTENSION OF THROUGH LANE BEYOND AN INTERSECTION

Figure 36-5A

## 36-6 INTERSECTION SIGHT DISTANCE

### 36-6.01 General

At each intersection the potential exists for vehicles to conflict with each other when entering, exiting, or crossing the intersection. The designer should provide sufficient sight distance for a driver to perceive these potential conflicts and to perform the necessary actions needed to negotiate the intersection safely. The additional costs and impacts to achieve this sight distance are often justified based on the safety and operational considerations.

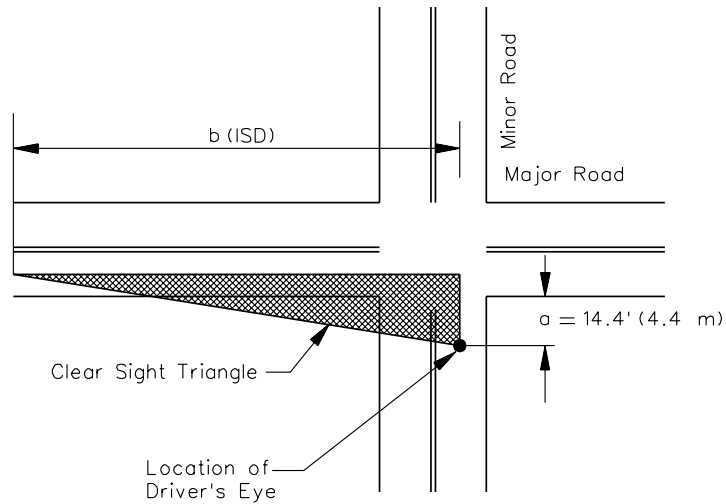
Because all intersections on State highways are either stop controlled or signalized, no guidelines are provided for no control or yield-controlled intersections. For these types of intersections, the designer is referred to NCHRP Report 383, *Intersection Sight Distance* for guidance and/or the 2001 AASHTO *Policy on the Geometric Design of Highways and Streets*.

### 36-6.02 Design Procedures

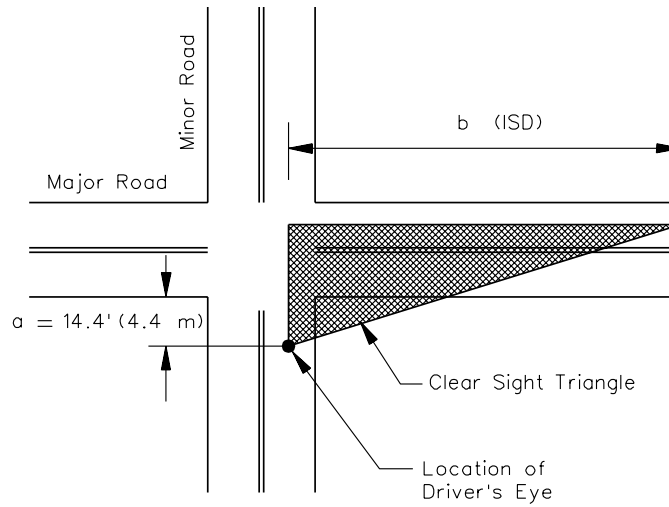
The Department uses gap acceptance as the conceptual basis for its intersection sight distance (ISD) criteria. The ISD criteria used by the Department is intended to find a balance between an acceptable level of safety and what can be provided at an intersection on a practical basis. This ISD methodology ensures that an intersection operates smoothly without forcing a vehicle on the major road to stop. As the crossroad vehicle makes the turn and accelerates, field studies have indicated that mainline vehicles reduce their speed to approximately 70% of the mainline design speed to compensate for the entering vehicle.

The intersection sight distance is obtained by providing clear sight triangles both to the right and left as shown in Figure 36-6A. The lengths of legs of these sight triangles are determined as follows:

1. Minor Road. The length of leg along the minor road is based on two parts. The first is the location of the driver's eye on the minor road. This is typically assumed to be 14.4 ft (4.4 m) from the edge of the major road traveled way. The second part is based on the distance to the center of the vehicle on the major road. For right-turning vehicles, this is assumed to be the center of the closest travel lane from the left. For left-turning vehicles, this is assumed to be the center of the closest travel lane for vehicles approaching from the right.



CLEAR SIGHT TRIANGLE FOR VIEWING  
TRAFFIC APPROACHING FROM LEFT



CLEAR SIGHT TRIANGLE FOR VIEWING  
TRAFFIC APPROACHING FROM RIGHT

**CLEAR SIGHT TRIANGLES FOR STOP-CONTROLLED INTERSECTIONS**

**Figure 36-6A**

2. Major Road. The length of the sight triangle or ISD along the major road is determined using the following equation:

$$b = ISD = 1.467 V_{major} t_c \quad \text{(US Customary) Equation 36-6.1}$$

$$b = ISD = 0.278 V_{major} t_c \quad \text{(Metric) Equation 36-6.1}$$

where:

b	=	length of sight triangle along the major road or ISD, ft (m)
ISD	=	Intersection Sight Distance, ft (m)
$V_{major}$	=	design speed of major road, mph (km/h)
$t_c$	=	critical gap for entering or crossing the major road, sec

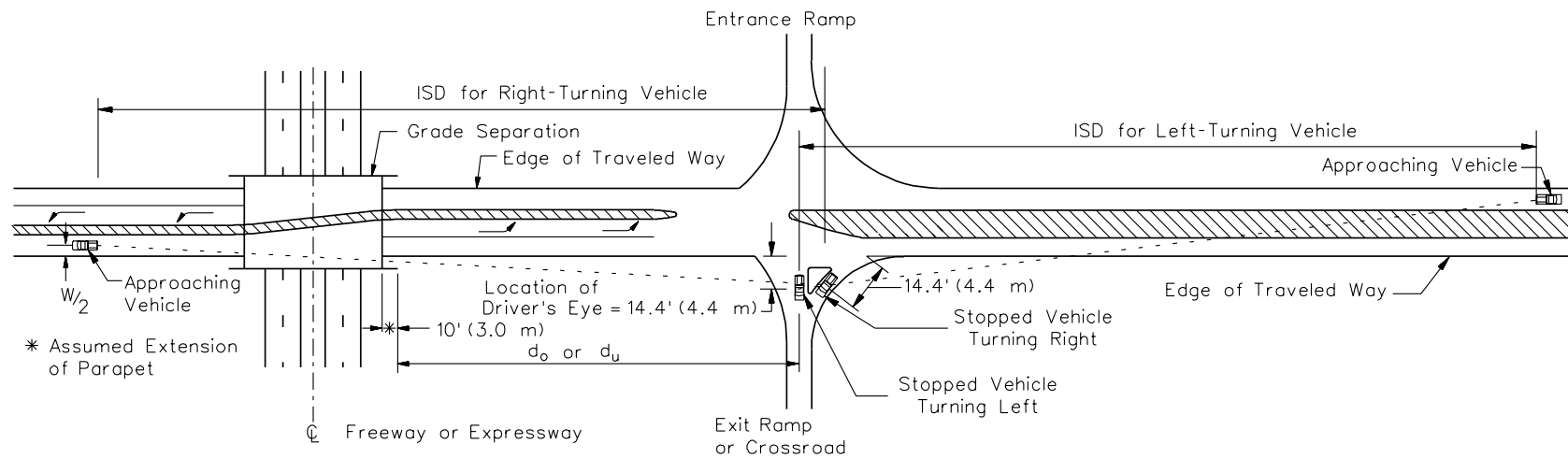
The critical gap time ( $t_c$ ) varies according to the design vehicle, the grade on the minor road approach, the number of lanes on the major roadway, the type of operation, and the intersection skew.

Within this clear sight triangle, if practical, remove or lower any object that would obstruct the driver's view. These objects may include buildings, parked or turning vehicles, trees, hedges, tall crops, unmowed grass, fences, retaining walls, and the actual ground line. In addition, where an interchange ramp or crossroad intersects the major road near a bridge on a crest vertical curve, items such as bridge parapets, piers, abutments, guardrail, or the crest vertical curve itself may restrict the clear sight triangle. Figure 36-6B illustrates, in both the plan view and profile view, the application of the clear sight triangles at an interchange ramp. This figure also applies to any crossroad intersection.

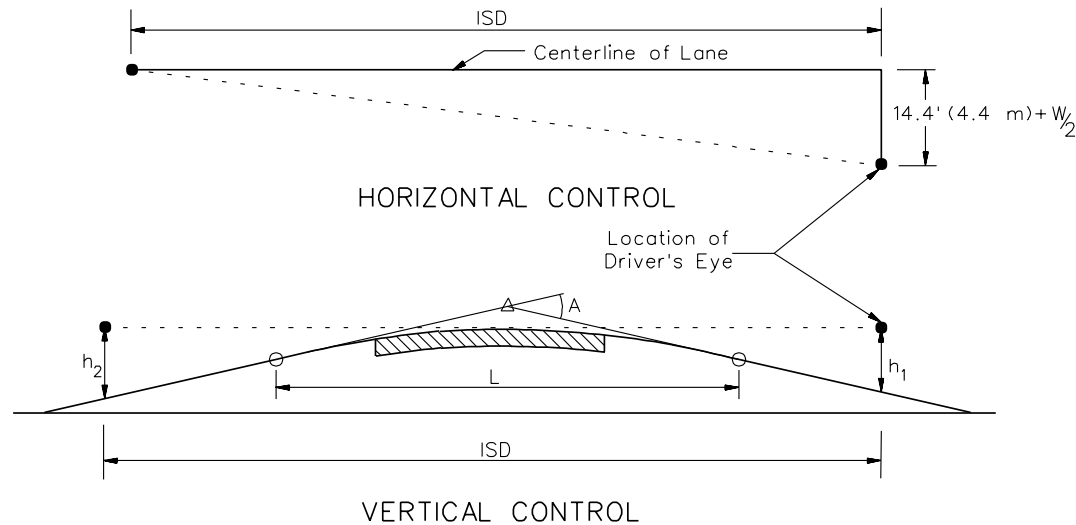
The height of eye for passenger cars is assumed to be 3.5 ft (1080 mm) above the surface of the minor road. The height of object for an approaching vehicle on the major road is also assumed to be 3.5 ft (1080 mm). An object height of 3.5 ft (1080 mm) assumes that a sufficient portion (9 in (225 mm)) of an oncoming passenger car must be seen to identify it as an object of concern by the minor road driver. Using the 3.5 ft (1080 mm) height for both vehicles assumes that each driver can see and recognize the other vehicle. If there are a sufficient number of trucks on the minor road or ramp to warrant their consideration, use Figure 36-6C to determine the appropriate eye height for the minor road vehicle.

### 36-6.03 Stop-Controlled Intersections

Where traffic on the minor road or an exit ramp of an intersection is controlled by stop signs, the driver of the vehicle on the minor road must have adequate sight distance for a safe departure from the stopped position. This assumes that the approaching vehicle comes into view just as the stopped vehicle begins its departure. The following sections discuss the application of the Department's ISD methodology at stop-controlled intersections.



- ISD – intersection sight distance, ft (m)  
 d – minimum distance needed from back of parapet extension or side of structure to vehicle position, ft (m)  
 $d_o$  – when minor road is over  
 $d_u$  – when minor road is under  
 A – maximum algebraic difference of grades (%)  
 L – Length of crest vertical curve, ft (m)  
 W – width of lane, ft (m)  
 $h_1$  – height of eye, see Figure 36-6C  
 $h_2$  – height of obstacle = 3.5 ft (1080mm) (passenger car assumed)



## INTERSECTION SIGHT DISTANCE CONTROLS

Figure 36-6B



20-Year ADT of Tractor/ Semitrailers on Exit Ramp or Crossroad	Approaching Vehicle on Mainline <sup>(2)</sup>	Stopped Design Vehicle on Crossroad <sup>(1)</sup>
$ADT \leq 40$	Passenger Car $h_2 = 3.5$ ft ( $h_2 = 1080$ mm)	Passenger Car $h_2 = 3.5$ ft ( $h_1 = 1080$ mm)
$40 < ADT \leq 100$	Passenger Car $h_2 = 3.5$ ft ( $h_2 = 1080$ mm)	Single Unit (SU) or Bus $h_1 = 6$ ft ( $h_1 = 1.8$ m)
$ADT > 100$	Passenger Car $h_2 = 3.5$ ft ( $h_2 = 1080$ mm)	Tractor/Semitrailers (MU) $h_1 = 8$ ft ( $h_1 = 2.5$ m)

**Notes:**

1.  $h_1$  - Assumed height of eye for stopped motorist.
2.  $h_2$  - Assumes 9 in (225 mm) of top of approaching vehicle can readily be seen by stopped motorist.
3. Where a mainline crest vertical curve lies close to an intersection of a crossroad or ramp, it may be necessary to increase the length of the vertical curve (designed for either existing or proposed stopping sight distance) or to reduce the grades in order to obtain the proper ISD in the vertical plane.

**DESIGN VEHICLES USED TO DETERMINE  
AVAILABLE ISD ALONG A CROSSROAD**

**Figure 36-6C**

**36-6.03(a) Turns Onto Major Roadway**

To determine the intersection sight distance for vehicles turning left or right onto the major road, the designer should use Equation 36-6.1 and the gap times ( $t_c$ ) presented in Figure 36-6D. Figure 36-6D also presents adjustments to the gap times for multilane facilities and steep grades on the minor road approach. These adjustments are further discussed below. Figure 36-6E provides the ISD values for typical design vehicles on two-lane, level facilities. The designer should also consider the following:

1. Turning Maneuver. There is only a minimal difference in the base gap acceptance times between the left- and right-turning drivers. Consequently, only one gap time is provided for both the left- and right-turning vehicle onto the major road. See Figure 36-6B.
2. Multilane Facilities. For multilane facilities, the gap acceptance times presented in Figure 36-6D may need to be adjusted to account for the additional distance required by the turning vehicle to cross the additional lanes or median. The following will apply:
  - a. Left-Turns. For left turns onto multilane highways without a median, add 0.5 seconds for passenger cars or 0.7 seconds for trucks for each additional lane from the left, in excess of one, to be crossed by the turning vehicle. Assume that the left-turning driver will enter the left most travel lane on the far side of the major road.
  - b. Right Turns. Because the turning vehicle is assumed to be turning into the nearest right through lane, no adjustments to the gap times are required. This is the same for either two-lane or multilane facilities.
  - c. Medians. Depending on the median width, it also may be necessary to add additional time to the base gap time; see Item 3.
3. Left Turns Through Medians.
  - a. Narrow Medians. For a facility which does not have a median wide enough to store a stopped design vehicle, divide the median width by 12 ft (3.6 m) to get the corresponding number of lanes and then use the criteria in Item 2a above to determine the additional time factor.
  - b. Wide Medians. For a facility that does have a median wide enough to store a stopped design vehicle, the designer should evaluate the sight distance needed in two separate steps:
    - First, with the design vehicle stopped on the side road, use the gap acceptance times for a vehicle turning right or use Figure 36-6E directly to determine the applicable ISD. Under some circumstances, it also may be

Design Vehicle	Gap Acceptance Time ( $t_c$ ) (sec)
Passenger Car	7.5
Single-Unit Truck	9.5
Tractor/Semitrailer	11.5

*Note: Times are for turns onto a two-lane highway without a median and may require adjustments to the base time gaps.*

*Adjustments:*

- Multilane Highways. The following will apply:*
  - For left turns onto two-way multilane highways without a median, add 0.5 seconds for passenger cars or 0.7 seconds for trucks for each additional lane from the left, in excess of one, to be crossed by the turning vehicle. See discussion in Section 36-6.03(a) for additional guidance.*
  - For right turns, no adjustment is necessary.*
- Minor Road Approach Grades. If the approach grade on the minor road exceeds +3%, the following will apply:*
  - For right turns, multiply 0.1 seconds times the actual percent grade on the minor road approach and add this number to the base time gap.*
  - For left turns, multiply 0.2 seconds times the actual percent grade on the minor approach and add this number to the base time gap.*
- Major Road Approach Grade. Major road grade does not affect calculations.*

**GAP ACCEPTANCE TIMES  
(Left and Right Turns From Minor Road)**

**Figure 36-6D**

Design Speed ( $V_{\text{major}}$ )	ISD		
	Passenger Cars	Single-Unit Trucks	Tractor/Semitrailers
<b>US Customary</b>			
20 mph	225 ft	280 ft	340 ft
25 mph	280 ft	350 ft	425 ft
30 mph	335 ft	420 ft	510 ft
35 mph	390 ft	490 ft	595 ft
40 mph	445 ft	560 ft	675 ft
45 mph	500 ft	630 ft	760 ft
50 mph	555 ft	700 ft	845 ft
55 mph	610 ft	770 ft	930 ft
60 mph	665 ft	840 ft	1015 ft
65 mph	720 ft	910 ft	1100 ft
70 mph	775 ft	980 ft	1185 ft
<b>Metric</b>			
30 km/h	63 m	80 m	96 m
40 km/h	84 m	106 m	128 m
50 km/h	105 m	132 m	160 m
60 km/h	126 m	159 m	192 m
70 km/h	146 m	185 m	224 m
80 km/h	167 m	212 m	256 m
90 km/h	188 m	238 m	288 m
100 km/h	209 m	264 m	320 m
110 km/h	230 m	291 m	352 m

*Notes:*

1. These ISD values assume turns onto a two-lane facility without a median.
2. These ISD values assume a minor road approach grade  $\leq +3\%$ .

**INTERSECTION SIGHT DISTANCES FOR TWO-LANE HIGHWAY  
(Left and Right Turns From Minor Road)**

**Figure 36-6E**

necessary to check the straight through crossing maneuver to determine if it is the critical movement. Straight through crossing criteria are discussed in Section 36-6.03(b).

- Second, with the design vehicle stopped in the median, assume a two-lane roadway design and use the gap acceptance times for a vehicle turning left or use Figure 36-6E directly to determine the applicable ISD.

Section 36-6.07 provides an example of school bus crossing a wide median.

4. Approach Grades. If the approach grade on the minor road exceeds 3%, see the criteria in Figure 36-6D.
5. Trucks. At some intersections (e.g., near truck stops, interchange ramps, grain elevators), the designer may want to use the truck as the design vehicle for determining the ISD. The gap acceptance times ( $t_c$ ) for single-unit and tractor/semitrailer trucks are provided in Figure 36-6D. Calculated ISD values for two-lane roadways are presented in Figure 36-6E. The height of eye for these vehicles is discussed in Section 36-6.02 as shown in Figure 36-6C.

### 36-6.03(b) Vehicle Crossing Mainline

In the majority of cases, the intersection sight distance for a crossing maneuver is less than that required for a left- or right-turning vehicle. However, in the following situations, the straight through crossing sight distance may be the more critical movement:

- where left and/or right turns are not permitted from a particular approach and the crossing maneuver is the only legal or expected movement (e.g., indirect left turns);
- where the design vehicle must cross more than four travel lanes or, with medians, the equivalent distance; or
- where a substantial volume of heavy vehicles cross the highway and there are steep grades on the minor road approaches.

Use Equation 36-6.1 and the gap acceptance times ( $t_c$ ) and adjustment factors in Figure 36-6F to determine the ISD for crossing maneuvers. Where narrow medians are present which cannot store the design vehicle, include the median width in the overall width to determine the applicable gap time. Divide this overall width by 12 ft (3.6 m) to determine the corresponding number of lanes for the crossing maneuver. Add 0.5 seconds for passenger cars or 0.7 seconds for trucks for each additional lane, in excess of two, to be crossed by the design vehicle.

Design Vehicle	Gap Acceptance Time ( $t_c$ ) (sec)
Passenger Car	6.5
Single-Unit Truck	8.5
Tractor/Semitrailer	10.5

*Note: Times are for crossing a two-lane highway without a median.*

*Adjustments:*

1. Multilane Highway. Where the design vehicle is crossing a major road with more than two lanes and/or where there is a narrow median which cannot store the design vehicle, add 0.5 seconds for passenger cars or 0.7 seconds for trucks for each additional lane in excess of two. See the discussion in Section 36-6.03(b) for additional guidance.
2. Approach Grade. If the approach grade on the minor road exceeds +3%, multiply 0.1 seconds times the actual percent grade of the minor road approach, and add this number to the base time gap.

**GAP ACCEPTANCE TIMES  
(Vehicle Crossing Mainline)**

**Figure 36-6F**

**36-6.03(c) Four-Way Stop**

At intersections with all-way stop control, provide enough sight distance so that the first stopped vehicle on each approach is visible to all the other approaches. The ISD criteria for left- or right-turning vehicles as discussed in Section 36-6.03(a) are not applicable in this situation. Often intersections are converted to all-way stop control to address limited sight distance at the intersection. Therefore, providing additional sight distance at the intersection is unnecessary.

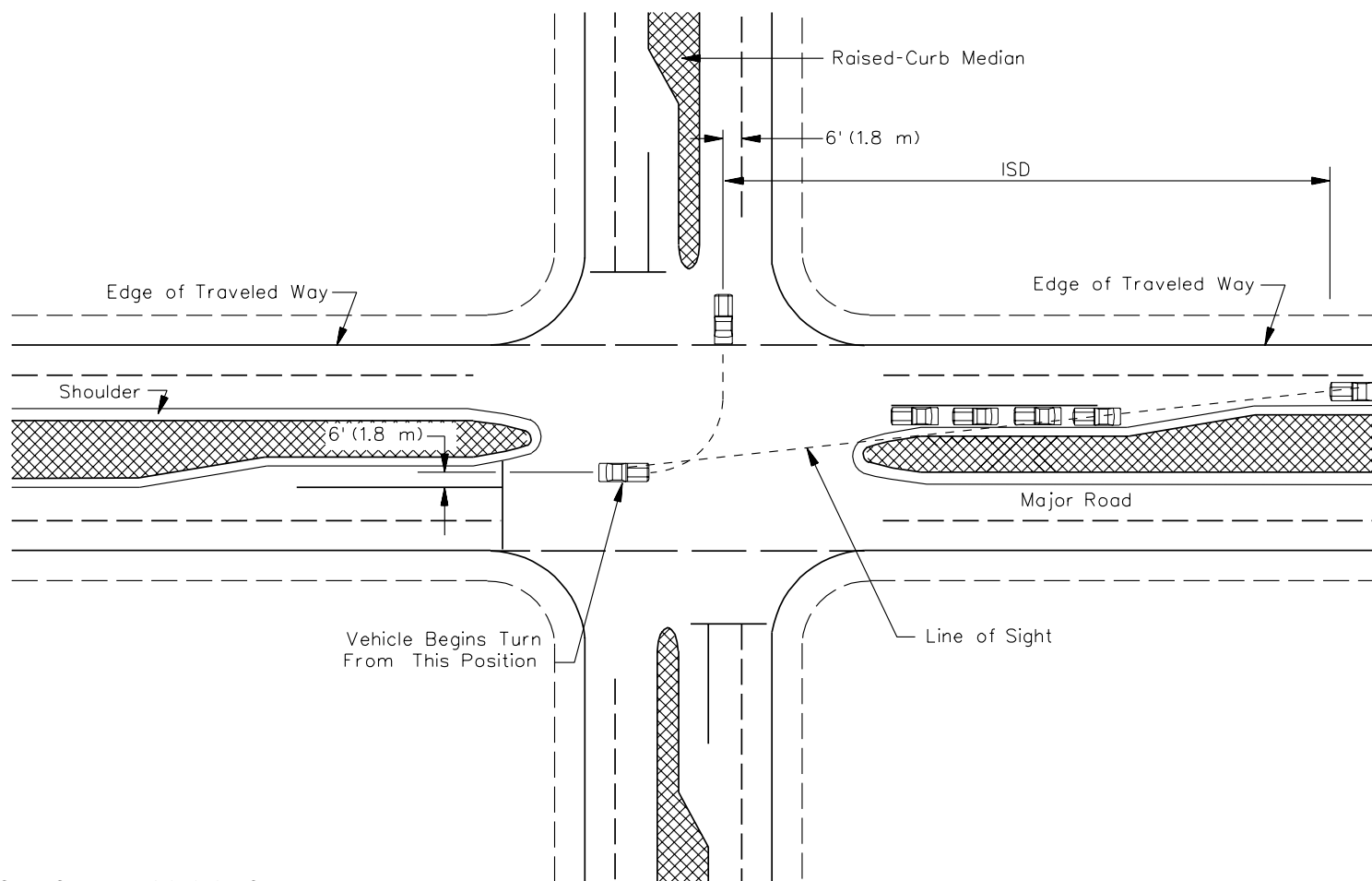
**36-6.04 Signal-Controlled Intersections**

At signalized intersections, provide sufficient sight distance so that the first vehicle on each approach is visible to all other approaches. Traffic signals are often used at high-volume intersections to address accidents related to restricted sight distances. Therefore, the ISD criteria for left- or right-turning vehicles as discussed in Section 36-6.03(a) is typically not applicable at signalized intersections. However, where right-turn-on-red is allowed, check to see that the ISD as presented in Section 36-6.03(a) for a stop-controlled right-turning vehicle is available to the left. If it is not, this may warrant restricting the right-turn-on-red movement. In addition, if the traffic signal is placed on two-way flash operation (i.e., flashing amber on the major-road approaches and flashing red on the minor-road approaches) under off-peak or nighttime conditions, provide the ISD criteria as discussed in Section 36-6.03(a) for a stop-controlled intersection.

**36-6.05 Left Turns From the Major Road**

At all intersections, regardless of the type of traffic control, the designer should consider the sight distance needs for a stopped vehicle turning left from the major road. This situation is illustrated in Figure 36-6G. The driver will need to see straight ahead for a sufficient distance to turn left and clear the opposing travel lanes before an approaching vehicle reaches the intersection. In general, if the major highway has been designed to meet the stopping sight distance criteria, intersection sight distance only will be a concern where the major road is on a horizontal curve, where there is a median, or where there are opposing vehicles making left turns at an intersection. Sight distance for opposing left turns may be increased by offsetting the left-turn lanes; see Section 36-3.03(c).

Use Equation 36-6.1 and the gap acceptance times ( $t_c$ ) from Figure 36-6H to determine the applicable intersection sight distances for the left-turning vehicle. Where the left-turning vehicle must cross more than one opposing lane, add 0.5 seconds for passenger cars or 0.7 seconds for trucks for each additional lane in excess of one. Where medians are present and the left-turn lanes are not offset, the designer will need to consider the median width in the same manner as discussed in Section 36-6.03. Figure 36-6I provides the ISD values for typical design vehicles and two common left-turning situations on a facility without a median.



*Note: See Section 36-6.05 for discussion and application.*

**INTERSECTION SIGHT DISTANCE CONTROLS  
(Left Turns From the Major Road)**

**Figure 36-6G**



Design Vehicle	Gap Acceptance Time ( $t_c$ ) (sec)
Passenger Car	5.5
Single-Unit Truck	6.5
Tractor/Semitrailer	7.5

*Adjustments: Where left-turning vehicles cross more than one opposing lane, add 0.5 seconds for passenger cars or 0.7 seconds for trucks for each additional lane in excess of one. See Section 36-6.05 for additional guidance on median widths.*

**GAP ACCEPTANCE TIMES  
(Left Turns From Major Road)**

**Figure 36-6H**

**36-6.06 Effect of Skew**

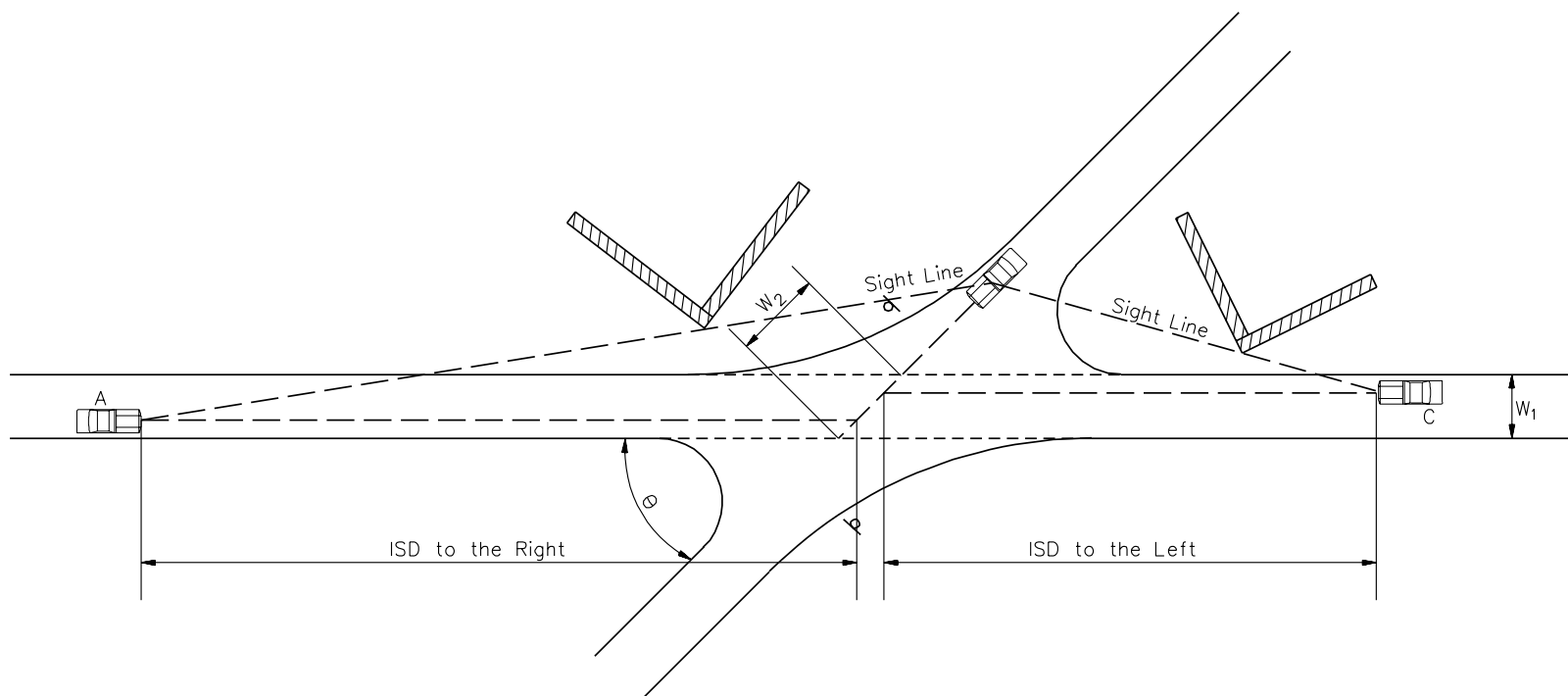
Where it is impractical to realign an intersection which is greater than 30° from perpendicular, adjust the gap acceptance times presented in the above sections to account for the additional travel time required for a vehicle to make a turn or cross a facility. At oblique-angled intersections, determine the actual path length for a turning or crossing vehicle by dividing the total distance of the lanes and/or median to be crossed by the sine of the intersection angle. If the actual path length exceeds the total width of the lanes to be crossed by 12 ft (3.6 m) or more, apply the applicable adjustment factors; see Figure 36-6J.

Design Speed ( $V_{\text{major}}$ )	ISD					
	Passenger Cars		Single-Unit Trucks		Tractor/Semitrailers	
	Crossing 1 lane	Crossing 2 lanes	Crossing 1 lane	Crossing 2 lanes	Crossing 1 lane	Crossing 2 lanes
<b>US Customary</b>						
20 mph	165 ft	180 ft	195 ft	210 ft	225 ft	240 ft
25 mph	205 ft	225 ft	240 ft	260 ft	280 ft	295 ft
30 mph	245 ft	265 ft	290 ft	310 ft	335 ft	355 ft
35 mph	285 ft	310 ft	335 ft	365 ft	390 ft	415 ft
40 mph	325 ft	355 ft	385 ft	415 ft	445 ft	475 ft
45 mph	365 ft	400 ft	430 ft	465 ft	500 ft	530 ft
50 mph	405 ft	445 ft	480 ft	515 ft	555 ft	590 ft
55 mph	445 ft	490 ft	525 ft	570 ft	610 ft	650 ft
60 mph	490 ft	530 ft	575 ft	620 ft	665 ft	710 ft
65 mph	530 ft	575 ft	625 ft	670 ft	720 ft	765 ft
70 mph	570 ft	620 ft	670 ft	720 ft	775 ft	825 ft
<b>Metric</b>						
30 km/h	50 m	50 m	55 m	59 m	63 m	67 m
40 km/h	65 m	67 m	73 m	78 m	84 m	89 m
50 km/h	77 m	84 m	91 m	98 m	105 m	112 m
60 km/h	92 m	100 m	109 m	117 m	125 m	134 m
70 km/h	107 m	117 m	127 m	137 m	146 m	156 m
80 km/h	123 m	134 m	145 m	156 m	167 m	178 m
90 km/h	138 m	150 m	163 m	175 m	188 m	200 m
100 km/h	153 m	167 m	181 m	195 m	209 m	223 m
110 km/h	169 m	184 m	199 m	214 m	230 m	245 m

*Note: Assumes no median on major road.*

**INTERSECTION SIGHT DISTANCES  
(Left Turns From Major Road)**

**Figure 36-6I**



$$W_2 = \frac{W_1}{\sin \theta}$$

Where:  $W_1$  = Major road traveled way width, ft (m)  
 $W_2$  = Adjusted width for skew, ft (m)  
 $\theta$  = Intersection angle

### SIGHT DISTANCE AT SKEWED INTERSECTIONS

Figure 36-6J

**36-6.07 Examples of ISD Applications**

The following three examples illustrate the application of the ISD criteria:

**Example 36-6.07(1)**

Given: Minor road intersects a four-lane highway with a TWLTL.  
Minor road is stop controlled and intersects major road at 90°.  
Design speed of the major highway is 45 mph.  
All travel lane widths are 12 ft.  
The TWLTL width is 12 ft.  
Grade on minor road is 1%.  
Trucks are not a concern.

Problem: Determine the intersection sight distance needed to the left and right of the minor road. See Figure 36-6B.

Solution:

1. For the passenger car turning right, the ISD to the left can be determined directly from Figure 36-6E, because the right-turning motorist is assumed to turn into the near lane. For the 45 mph design speed, the ISD to the left is 500 ft.
2. For the passenger car turning left, the ISD to the right must reflect the additional time required to cross the additional lanes and TWLTL; see in Section 36-6.03(a). The following will apply:

- a. First, determine the extra width required by the one additional travel lane and the TWLTL and divide this number by 12 ft:

$$\frac{(12 + 12)}{12} = 2 \text{ lanes}$$

- b. Next, multiply the number of lanes by 0.5 seconds to determine the additional time required:

$$(2 \text{ lanes})(0.5 \text{ sec/lane}) = 1.0 \text{ second}$$

- c. Add the additional time to the basic gap time of 7.5 seconds and insert this value into Equation 36-6.1:

$$\text{ISD} = (1.467)(45)(7.5 + 1.0) = 561 \text{ ft}$$

Provide an ISD of 561 ft to the right for the left-turning vehicle.

3. Check the passenger vehicle crossing the mainline, as discussed in Section 36-6.03(b). The following will apply:
  - a. First determine the extra width required by the two additional travel lanes and the TWLTL and divide this number by 12 ft:
$$\frac{(12 + 12 + 12)}{12} = 3.0 \text{ lanes}$$
  - b. Next, multiply the number of lanes by 0.5 seconds to determine the additional time required:
$$(3.0 \text{ lanes})(0.5 \text{ sec/lane}) = 1.5 \text{ seconds}$$
  - c. Add the additional time to the basic gap time of 6.5 seconds and insert this value into Equation 36-6.1:
$$\text{ISD} = (1.467)(45)(6.5 + 1.5) = 530 \text{ ft}$$

The 530 ft for the crossing maneuver is less than the 561 ft required for the left-turning vehicle and, therefore, is not the critical maneuver.

4. Prepare a scaled drawing in the horizontal and vertical planes and graphically check to determine if the applicable ISD is available.

**Example 36-6.07(2)**

Given: Minor road intersects a four-lane divided highway.  
Minor road is stop controlled and intersects major road at 90°.  
Design speed of the major highway is 60 mph.  
All travel lane widths are 12 ft.  
The median width is 50 ft.  
Grade on minor road is +2%.  
The design vehicle is a 64-passenger school bus that is 35.8 ft long.

Problem: Determine the intersection sight distance needed to the left and right of the minor road. See Figure 36-6B.

Solution:

1. For a school bus, assume a SU design vehicle for gap acceptance times.

2. For the school bus turning right, the ISD to the left can be determined directly from Figure 36-6E. For the 60 mph design speed, the ISD to the left is 840 ft.
3. Determine if the straight through crossing maneuver is critical; see Section 36-6.03(b). No adjustments are required to the base time of 8.5 seconds. Therefore, use Equation 36-6.1 directly:

$$\text{ISD} = (1.467)(60)(8.5) = 750 \text{ ft}$$

The crossing maneuver ISD is less than the right-turning maneuver and, therefore, is not critical.

4. For the school bus turning left, it can be assumed the school bus can safely stop in the median (i.e., 50 ft minus 35.8 ft). The ISD to the right can be determined directly from Figure 36-6E. For the 60 mph design speed, the ISD to the right for the left turn is 840 ft. The crossing maneuver will not be critical.
5. Prepare a scaled drawing in the horizontal and vertical planes and graphically check to determine if the applicable ISD is available.

### **Example 36-6.07(3)**

Given: Minor road intersects a four-lane divided highway.  
Minor road is stop controlled and intersects major road at 90°.  
Design speed of the major highway is 50 mph.  
All travel lane widths are 12 ft.  
Existing median width is 48 ft.  
Traffic signals are likely within 10 years.  
Current mainline ADT is 1600 and left-turn volumes exceed 60 vph.  
Trucks are not a concern.

Problem: Determine the intersection design and sight distance for a vehicle turning left from the major road.

Solution:

1. From Section 36-3.03(c), the recommended left-turn lane design is a tapered offset left-turn lane.
2. Because the offset left-turn lane design places vehicles near the median edge of the opposing lanes, no adjustment is necessary for the median width in computing the gap acceptance time.

3. For the left-turning vehicle, the ISD can be determined directly from Figure 36-6I. For the 50 mph design speed and crossing two lanes, the required ISD is 480 ft.
4. Prepare a scaled drawing in the horizontal and vertical planes and graphically check to determine if the applicable ISD is available.





**36-7 DRIVEWAYS AND MAJOR ENTRANCES**

For guidelines on design criteria for driveways and major entrances, see the IDOT *Policy on Permits for Access Driveways to State Highways*.



### 36-8 INTERSECTION DESIGN NEAR RAILROADS

These design guidelines apply to all State highway improvement projects where the route is adjacent and parallel to a railroad. Where an at-grade railroad crossing is within 200 ft (60 m) of an intersection, the design should address efforts to keep vehicles from stopping or storing on the tracks. This applies to either signal- or stop-controlled intersections. The following factors should be identified and considered during the planning stages:

1. Clear Storage Distance. Consider alternative designs which provide a minimum distance of 75 ft (23 m) between the proposed intersection stop bar and a point 6 ft (1.8 m) from the closest rail.
2. Space for Vehicular Escape. On the far side of any railroad crossing, consider providing an escape area for vehicles (e.g., shoulder with curb and gutter behind the shoulder, flush medians, flush-corner islands, right-turn acceleration lanes, improved corner radii).
3. Conflicting Commercial Access. Left-turn vehicular movements that may inhibit the clearance of queued traffic on the approaches to railroad tracks should be discouraged. If entrances on the street approach exist, consider using design features that would eliminate the problems (e.g., left-turn lane, raised-curb median).
4. Location of Pre-Signal Traffic Signals. If pre-signals are needed on the near side of the tracks, a raised-curb median may be necessary adjacent to the tracks to provide for proper placement of signals.
5. Restricted Intersection Capacity. During periods of frequent railroad preemption of traffic signals, consider the effects of reduced traffic flow, lack of progression on the street paralleling the tracks, and traffic backups. Available computer programs should be used to analyze different capacity and operational scenarios and to recommend any countermeasures.
6. Sight Restrictions. Review and analyze sight distance triangles along railroad tracks and eliminate any restrictions. Guidance on this analysis can be found in AASHTO, *A Policy on Geometric Design of Highways and Streets*. Notify the ICC of any obstructions on railroad right-of-way.
7. Protected Left-Turn Storage. On the street that parallels the tracks, analyze the storage length needed for left-turns into the side street and across the tracks during preemption of the traffic signals. Without the proper storage length available, this could cause backups into the through lanes.
8. Right-Turn Lanes. On the street which runs parallel to the railroad and where an actuated NO RIGHT TURN SIGN is proposed in conjunction with railroad preemption, a right-turn lane should be considered for the right-turn movement across the tracks. The auxiliary lane

provides a refuge for right-turning vehicles during railroad preemption and eliminates the problem of traffic temporarily blocking the through lanes.

9. Side Street Left-Turn Lane Capacity. On streets that cross railroad tracks, provide sufficient left-turn storage lengths that will avoid the problem of left turns spilling out onto through lanes and blocking the through lanes.
10. Other. See the Bureau of Operations *Policies and Procedures Manual* and memorandum for additional information.

**36-9 REFERENCES**

1. *A Policy on Geometric Design of Highways and Streets*, AASHTO, 2001.
2. *Highway Capacity Manual 2000*, Transportation Research Board, 2000.
3. *Manual on Uniform Traffic Control Devices, Millennium Edition*, FHWA, ATSSA, AASHTO and ITE, 2001.
4. "Access Control Issues Related to Urban Arterial Intersection Design," TRR 1385, Transportation Research Board, 1993.
5. *Driveway and Street Intersection Spacing*, Transportation Research Circular 456, Transportation Research Board, March 1996.
6. NCHRP 279, *Intersection Channelization Design Guide*, Transportation Research Board, 1985.
7. "Volume Warrants for Left-Turn Storage Lanes at Unsignalized Grade Intersections," M.D. Harmelink, Highway Research Record 211, 1967.
8. NCHRP 375, *Median Intersection Design*, Transportation Research Board, 1995.
9. *Capacities of Multiple Left-Turn Lanes*, Institute of Transportation Engineers, 1993.
10. *IDOT Highway Standards*, current edition.
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